RAILROAD

MAY, 1967

MAGAZINE 50¢

You Schedule the Orders while Your Servicemen Bring You $18 an hour gross profit

Yes, that is your hourly gross profit from the work of only three servicemen . . . at "national-price-guide" rates. And this is much easier to do than you think. We show you how . . . step by step. Duraclean dealers find it is easy to gross $6 per hour on EACH serviceman plus $9 per hour on any service they themselves render. Your income is limited only by the number of servicemen you employ. The 24 page illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a **clear net profit** to you.

Start while Continuing Present Job

We furnish all the equipment ... and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

Start Small, Grow Big ... in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

Your Services Are Commended by McCall's Magazine, American Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Gerald Weihrauch: "Insurance job brought me $205.70 in single day. Another, $300".

Leo Barnett: "I started spare time and took in $140 in one night after supper. Now, full time, I can make as much in a week as I used to make in a month working for others".

Willis Tatro: "After two years of good profits we sold our business for five times the cost".

Arlin Rae: "I have work scheduled for three weeks in advance. I averaged $122 a day for the last ten days".

Blanche Blood: "Duraclean brought me security and an education for my daughters. We've done as much as $3,000 on a single job".

Loren Farris: "Did the carpeting in a furniture store in less than 3 days for $400. Now get all their customer business".

Robert Wheeler: "The professional quality of Duraclean Service has earned the respect of carpet dealers and wholesalers. I've earned $117.50 in an eight hour day".

Wilmer Suders, Jr.: "Building steadily. Last month grossed $2,012. One job came to $752".

John Szymanski: "Making 50% more than on any job I ever had. I've earned as high as $1,300 in a single week, as much as $2,700 on one job".

Ernest Shulda: "I never knew a company as eager as Duraclean to help their franchisees succeed".

R. Geisman: "Using the direct mail program we sold 10% on actual jobs. We also get a lot of referrals from happy customers".

Jerry Baker: "I don't know of any other business in which a man can make as much per hour".

Walter Parsons: "It would take a man years to build up the fame he gets automatically with the Duraclean name. It's a household word".

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken tomorrow . . . so mail coupon **today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY

It may put you in business

Duraclean Co. 7-705, **Duraclean Bldg., Deerfield, Ill. 60015**

With no obligation mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ State_____ Zip_____

253 ways to win yourself a RAISE IN PAY

Dozens of new careers are open to you with I.C.S. training. Oldest, largest correspondence institution. 7,500,000 students since 1890. Learn facts, theories, practical applications. Instructors guide you, answer your questions. Illustrated texts, written by authorities, yours to keep. Famed I.C.S. diploma to graduates. Convenient payment plan. Take charge of your future now. Send coupon for three FREE booklets.

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Building Inspector
Building Maintenance
Carpenter-Builder
Carpentry & Millwork
House Planning & Interior Design
Mason Painting Contractor
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Review in Arch. Design & Practice
Review of Mech. Systems in Buildings

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Amateur Artist
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Commercial Cartooning
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—Advertising Layout
—Illustration
Interior Decorating
Oil Painting for Pleasure
Show Card & Sign Production
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Sign Painting & Designing
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AUTOMOTIVE
Automatic Transmission Specialist
Automobile Body Rebuilding & Refinishing
Automobile Electrical Tech'n
Automobile Engine Tune-Up
Automobile Technician
Automotive Mechanic
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Programming for Digital Computers
Programming the IBM 1401 Computer
Programming the IBM SYSTEM/360 Computer
Purchasing Agent
Retail & Local Advertising
Retail Business Management
Retail Merchandising
Retail Selling
Systems and Procedures Analysis

CHEMICAL
Analytical Chemistry
Chemical Engineering
Chemical Engineering Unit Operations
Chemical Laboratory Tech.
Chemical Process Operator
Elements of Nuclear Energy
General Chemistry
Instrumental Laboratory Analysis

CIVIL ENGINEERING
Civil Engineering
Construction Engineering Technology
Highway Engineering Tech.
Principles of Surveying
Reading Highway Blueprints
Reading Structural Blueprints
Sanitary Eng'r'g Technology
Sewage Plant Operator
Structural Engineering Tech.
Surveying and Mapping
Water Works Operator

COLLEGE-LEVEL
Calculus Economics History

DRAFTING
Aircraft Drafting
Architectural Drafting
Design Drafting
Drafting Technology
Electrical Drafting
Electrical Engineering Drafting
Electronic Drafting
Introductory Mechanical Drafting
Mechanical Drafting
Pressure-Vessel and Tank Print Reading
Sheet Metal Layout for Air Conditioning
Structural Drafting

ELECTRICAL
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Electrical Appliance Servicing
Electrical Contractor
Electrical Engineering (Power option or Electronic option)
Electrical Engineering Tech.
Electrical Instrument Tech.
Industrial Electrical Tech.
Power Line Design and Const.
Power Plant Operator (Hydro or Steam option)
Practical Electrician
Practical Lineman
Reading Electrical Blueprints

ENGINEERING (Professional Refresher Courses)
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Engineer-in-Training
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Better Business Writing
Free Lance Writing for Fun & Profit
Introductory Technical Writing
Modern Letter Writing
Practical English
Short Story Writing

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High School Business
High School (Canadian)
High School Coll. Prep. (Arts)
High School College Prep. (Engineering & Science)
High School General
High School Mathematics
High School Secretarial
High School Vocational

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(Edited by Berlitz)
French German
Italian Spanish

LEADERSHIP
Basic Supervision
Industrial Foremanship
Industrial Supervision
Modern Woman as a Supervisor
Personality Development
Personnel-Labor Relations
Supervision

MATHEMATICS
Advanced Mathematics
Mathematics and Mechanics for Engineering
Mathematics and Physics for Technicians
Mathematics and Physics for Engineering
Modern Elementary Statistics

MECHANICAL
Aircraft & Power Plant Mech.
Fortran Programming for Engineers
Hydraulic & Pneumatic Power
Industrial Engineering
Industrial Management for Engineers
Industrial Engineering Tech.
Industrial Instrumentation
Machine Design
Mechanical Engineering
Quality Control
Safety Engineering Tech'l'gy
Tool Design
Value Analysis
Vibration Analysis and Control

PETROLEUM
Natural Gas Production & Transmission
Oil Field Technology
Petroleum Production
Petroleum Production Eng.
Petroleum Refinery Operator
Pipeline Engineering Tech.

PLASTICS
Design of Plastic Products
Plastics Technician

PLUMBING, HEATING, AIR CONDITIONING
Air Conditioning
Air Conditioning Maintenance
Domestic Heating with Oil & Gas
Domestic Refrigeration Heat'g
Heating & Air Conditioning with Drawing
Industrial Air Conditioning
Industrial Heating
Pipe Fitting Plumbing
Plumbing & Heating
Plumbing & Heating Estimator
Practical Plumbing
Refrigeration
Refrigeration & Air Conditioning

PULP AND PAPER
Paper Machine Operator
Paper Making Pulp Making
Pulp & Paper Engineering
Pulp & Paper Making

SALESMANSHIP
Creative Salesmanship
Real Estate Salesmanship
Sales Management
Salesmanship

SECRETARIAL
Clerk-Typist Commercial
Engineering Secretary
Legal Secretary
Medical Secretary
Professional Secretary
Shorthand Stenographic
Typewriting

SHOP PRACTICE
Drill Operator
Foundry Practice
Industrial Metallurgy
Lathe Operator
Machine Shop Inspection
Machine Shop Practice
Machine Shop Practice & Toolmaking
Metallurgical Engineering Technology
Milling Machine Operator
Multicraft Maintenance Mechanic
Practical Millwrighting
Reading Shop Prints
Rigging
Tool Engineering Tech'l'gy
Tool Grinder Toolmaking
Turret Lathe Operator
Welding Engineering Tech.
Welding Processes

STEAM AND DIESEL POWER
Boiler Inspector
Industrial Building Engineer
Power Plant Engineering
Stationary Diesel Engines
Stationary Fireman
Stationary Steam Engineering

TEXTILES
Carding
Carding and Spinning
Dyeing & Finishing
Loom Fixing Spinning
Textile Designing
Textile Mill Supervisor
Textile Technology
Warping and Weaving

TRAFFIC
Motor Traffic Management
Railway Rate Clerk
Traffic Management

TV-RADIO-ELECTRONICS
Color Television Principles & Servicing
Communications Techn'l'gy
Electronic Fundamentals
Electronic Fundamentals (Programmed)
Electronic Fundamentals with Electronic Equipment Training
Electronic Instrumentation & Servo Fundamentals
Electronic Principles for Automation
Electronics and Applied Calculus
Electronics Technician
First Class Radiotelephone License
Fundamentals of Electronic Computers
General Electronics
General Electronics with Electronic Equip. Trng.
Hi-Fi Stereo and Sound Systems Servicing
Industrial Electronics
Industrial Electronics Eng.
Industrial Electronics Engineering Technician
Numerical Control Electronics & Maintenance
Practical Radio-TV Eng'r'g
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Without cost or obligation, rush me "HOW to SUCCEED," the opportunity booklet about the field I have indicated below, and a sample lesson.

New! Special Package for Women! ***Special Training Programs for Industry*** ***Convenient Payment Plan***

Name of the course in which you are interested_____

Name_____ (Please indicate Mr. Miss. Mrs.) Age_____ Address_____

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 81, NO. 1 MAY, 1967 50 CENTS

FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

JOSEPH EASLEY
Illustrator

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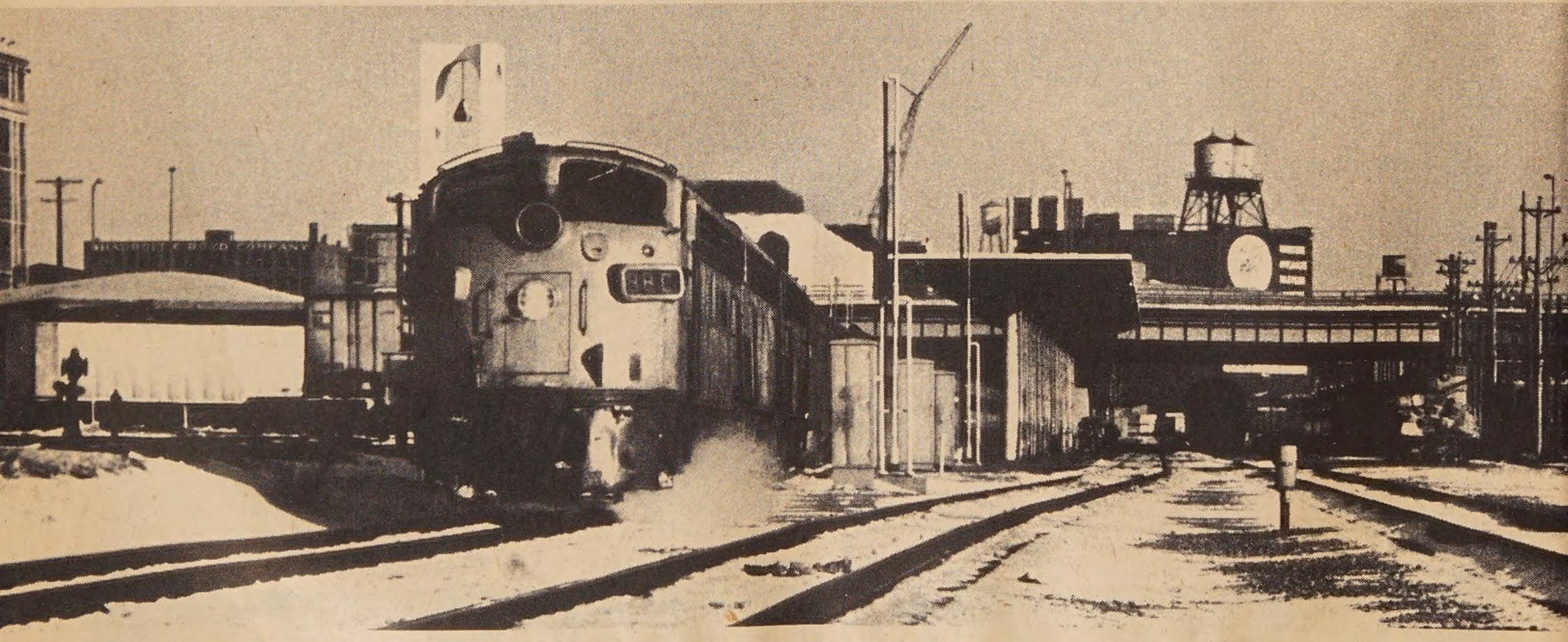
The Milwaukee Road's *Afternoon Hiawatha* is leaving the Milwaukee, Wisconsin, depot with locomotives 98C, 98B, and 100A, and thirteen cars.

Jim Sribbins, 155 N. 79th Street, Milwaukee 53213



HENRY STEEGER, *Publisher*
THOMAS HARRAGAN, *Associate Publisher*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES
Robert Stark Associates, 145 East 52nd St., New York, N.Y.
Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.
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CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado 80314

"It's amazing the set up you get in the accident investigation field."

GOOD PAY, NEW CAR, EXPENSE ACCOUNT

"I received a good starting salary, a new car, credit cards, expense account and insurance. It's amazing the set up you get in the Accident Investigation field."

Those are the words of a recent Universal Schools' graduate who went to work as a staff investigator for an insurance company. Before stepping into this remarkable field of opportunity, he worked in a factory. He had no experience in Accident Investigation, no college degree.

Yet, he made the jump from plant worker to professional man in a surprisingly short time with the training and help of Universal Schools. There are hundreds of such personal success stories in the files of Universal because . . .

Men Are Urgently Needed

The Accident Investigation field is booming now—everywhere—and getting bigger every day. Here's why: Before this day ends, there will be more than 440,000 accidents and losses of all kinds in all parts of this country and Canada. **And that happens every day!** These accidents must be investigated, reported, settled by trained men. Is it any wonder that more and more men are needed now to handle this tremendous work load?

State Approved For Veterans' Training

Here Is Solid Security And Exciting Variety

Every year the accident rate goes higher as population increases. Just imagine what the daily accident and loss rate will be in 10 . . . 15 . . . 20 years when our population has increased by millions upon millions of people.

And that means security, **solid security**, for the man who trains now for Accident Investigation. He can look ahead to years of steady, exciting, growing opportunity with no fear of lay off, automation or recession. Good times or bad, accidents and losses will keep right on happening and trained men will be working to keep up with the demand.

3 Career Choices Open To Men Everywhere

1. **Be Your Own Boss:** Start your own independent Accident Investigation business in your own home at virtually no cost. Average earnings are $6.44 an hour, plus expenses. Some Universal graduates in their own businesses earn to $8.00 an hour and more.

2. **Work Spare Time:** Many Universal graduates keep their full time jobs and earn an extra paycheck every week by taking spare time assignments. Spare time earnings can easily range from $50 to $100 a week and more, plus expenses.

3. **Company Staff Investigator:** As a full time company employee, you typically receive good starting pay, a new car, expenses paid and an insurance program. Pay and benefits are equal to approximately $8,000 a year to start. Salary reviews and chances for advancement are frequent in this fast-moving business.

Free Book Tells How You Can Qualify

For many years Universal Schools has specialized in training inexperienced men of only average education to step into excellent positions in Accident Investigation. Successful graduates range in age from 20 to 55. Hundreds of Universal trained men are at work right now in all parts of the United States and Canada, enjoying fine incomes, security and prestige in Accident Investigation.

Free and without obligation of any kind, we will send you a book outlining your opportunities in this field. No salesman will call on you. We will show you what Universal has done for others; what we can do for you. We will show you how you can train in your own home, at your own pace, at amazingly low cost. No need to change or switch jobs. We will give you actual names and locations of successful Universal graduates in all sections of the United States and Canada. You read, you consider, you decide in privacy. You have nothing to lose.

But act now. Send for your free book today. Mail post card or coupon now to Universal Schools, 6801 Hillcrest, Dallas, Texas.

FREE PLACEMENT SERVICE

Universal Schools provides prompt, effective job placement help in any part of the United States and Canada. More than 1,000 companies have requested and receive our monthly list of graduates. Universal trains and places more men in the Accident Investigation field than any other school. Or, if you would prefer to start your own full or part time business, we will show you exactly how to do it.

MAIL NOW FOR *FREE* BOOK

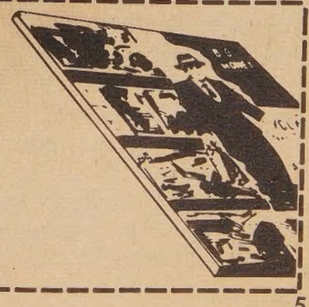
UNIVERSAL SCHOOLS, Dept. AM-5
6801 Hillcrest, Dallas, Texas 75205

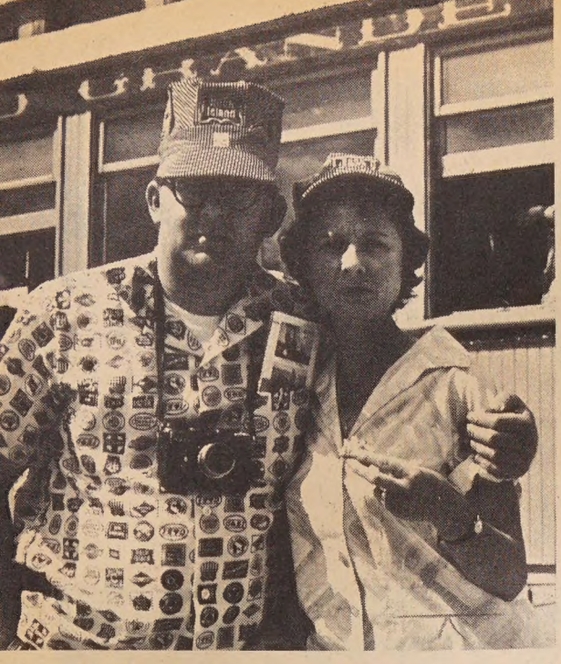
Please rush me your free book on opportunities and earnings in the Accident Investigation field. I understand there is absolutely no obligation and that no salesman will call on me.

Name _____ Age _____

Address _____

City _____ State _____ Zip Code _____





Ed Wojtas (who made our cover pic of a Calif. Western meet) and his wife, Evie, on a visit to Silverton, Colorado.

THE MAIL CAR

Where editors and readers meet

FRONT cover this month shows a California Western trainman throwing a switch for a one-car train, the yellow-colored *Skunk*, with another *Skunk* in the background. Color-shot was made by Edward J. Wojtas, editor of *The Rocket*, the Rock Island employes' magazine, LaSalle Street Station, Chicago, Ill. 60605. ●

AFTER being present at the Golden Spike ceremony in 1896 at Promontory, Utah, a Union Pacific construction worker named Nelson Barnes took his wife to Lynn, Ind., where their son Frank was born in 1871.

Frank has written a true tale for us. (Page 33.) His first nine years were spent along the UP in northern Utah. He recalls having seen the famous "thousand-mile tree," so called because it stood near the UP right-of-way 1,000 miles from Omaha. His folks tried homesteading in the Nebraska wilderness. Then his father went railroading with the Kansas City Southern.

Our author worked on the Katy for 57 years. He began Dec. 2, 1892, as an engine watcher, went firing the following September (the year that the road was built into Houston), and was promoted to engineer in 1898. At age 79, while still in active service, he passed a physical exam that would have let him run engines for another year—and then retired in 1950. Frank recalls with amusement that in 1898 he was refused life insurance on the ground of being "a poor risk." Even so, he is still active at 95 and has never had a serious illness. His taste in food runs mostly to meat and potatoes. He has never used tobacco or alcoholic liquor, an abstinence which he regards as a major factor in his longevity. ●

BECAUSE her "Railroad Town" (Jan. issue) made a hit with our readers, we are running another fiction story by Blanche Mosler: "Lonesome Whistle," on page 36. Blanche lives in Oklahoma City. She learned about railroading years ago from her father, who was a Rock Island engineman, and from hanging around stations, roundhouses, yards, and beaneries with wide-open eyes and ears. Besides numerous stories and poems in magazines, she has written 5 paperbacked novels, all non-railroadish, the latest one being *Amberleigh*, 176 pages, by-lined with a pen-name, Marie Elaine Edwards (Paperback Library, Inc., 260 Park Ave. S., New York, N.Y. 10010, 50 cents). Her next paperback will be *Terror Manor*.

"Railroad Town" recalled the 1916 summer to Peter LaFrankie, R.D. 1, Elizabeth, Pa. 15035. He was wondering then where his train might tie up if the strike should begin when he was out on the road.

"I was called for a West End pool on the Pittsburgh & Lake Erie out of Glassport, Pa., the day before the strike deadline. Before reaching our terminal, we tied up for rest at New Castle Jct. Then President Wilson signed the controversial bill for an 8-hour day; so we continued our run to Youngstown, Ohio." ●

IN A NUTSHELL. Someone recently sent a copy of *Railroad* to Glen Brock, president of the Gulf, Mobile & Ohio, who responded: "It is the first issue of this magazine I have seen and I am taking it home tonight to look over. In many respects, it is a new approach, and an interesting one, and I am going to pass it around."

(Mr. Brock, where have you been all these years? *Railroad Magazine* was founded in 1906. Your predecessor, I. B. Tigrett, was very familiar with it and had editor Hubbard as a breakfast guest in his business car and a dinner guest in his home.)

New York Central's net income last year exceeded $65½ million, the highest in its history. The company's previous peak, over $63 million, was reached in 1943, a war year. Our congratulations to a good management!

A diesel loco pulling a six-car commuter train on the Jersey Central from Allentown to Jersey City the other day ran out of fuel and stopped just outside the station at Whitehouse, N.J., to pick up 350 gallons from a local oil company, delaying the train 45 minutes.

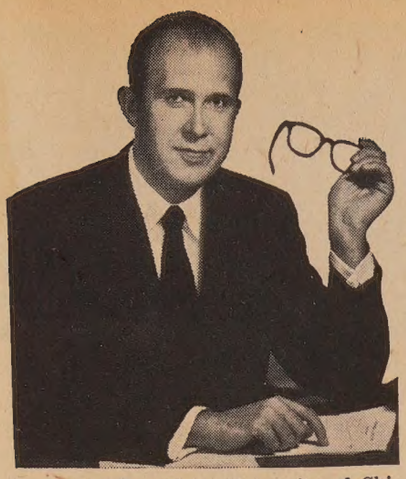
Standing by the Union Pacific roundhouse at Provo, Utah, is a large, silver-painted, metal water tower with two spouts, about one-quarter filled, reports Ed McLaughlin of that city. Nearby is an old coaling tower. The steam engines which formerly used those installations have long since gone. Ed saw another double-spouted water tower, a wooden tank half filled, located in south-central Utah beside UP rails that glinted in the desert. It seemed to be waiting for the thunderous arrival of a steam-powered X800 that would never come again.

Baldwin-Lima-Hamilton is still in the railroad business. They have developed a new wheel with an aluminum center and steel tire, called Acousta Flex because of the resilient bond between. The aluminum reduces a car's gross weight by 2400 pounds while the flexible material minimizes noise and shocks from rail joints.

"Harry E. Kerr of Onstead, Mich., showed me an authentic hand-written UP train order, signed by Dick Hansen, 3:55 a.m., May 3, 1955, which read, 'All trains look out for buffalo herd on right-of-way near first crossing west of Grayling,'" writes Dick Murdock, Southern Pacific engineer, 346 Valley View Drive, Pleasant Hill, Calif., explaining that it referred to a privately-owned herd on the loose. This reminds us of a Canadian Pacific order put out years ago warning crews to watch for elephants on the track in British Columbia. The huge beasts had escaped from a circus train and nearly died of exposure in the cold Rockies before they were rounded up.

Steve Kuzma, the Burlington's assistant master mechanic at Lincoln, Neb., won second prize in a railroad story contest sponsored by General Electric. He told how a farmer used a garden hose to replace a broken fuel line of stalled passenger train's diesel. Next day, division superintendent received this wire: "Your streamliner went by my place today with my hose still hooked up . . . either my tomatoes or your engine will die." The farmer received a new garden hose that very day.

"Some time ago," writes R. L. Johnson, 107 Tribou St., Brockton, Mass.



Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

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Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

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Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

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02014, "I asked our local public library to subscribe to *Railroad Magazine*, which it did. Other readers who want to help the magazine could do the same. A public library is almost certain to subscribe to *Railroad* on request."

The Reading had about 12,028,000 passengers last year, a 3 percent rise over the 1956 figure, and presented a color-TV set to its 12-millionth rider, Mark Evans, age 15. This is one of the few roads that really want passengers.

For 3 miles John A. Martin, age 21, crouching down in the front seat of his automobile with its top crushed, was dragged underneath a butane tank car in a speeding Missouri Pacific freight train near Houston, Texas. He had rammed into the freight at a crossing and his auto became wedged under the tanker, but he suffered nothing worse than fright, bruises, and the loss of his car. The engineer had been unaware of the accident.

The ICC has given Louisville & Nashville special permission to install signals to the left—instead of over or to the right—of track between Springlake and Winchester, Ky., 87 miles, reports Maurice Peacock, Jr., in connection with the installation of CTC, involving 25 controlled and 21 automatic signals. Ordinarily, signals are at the right because that is the engineer's side.

New York Central has bought ten new 3,000-hp diesels, model U30-B, from General Electric and put them to work hauling Super Van and other high-speed freight trains. Equipped with alternators instead of standard DC generators, they can be used as both general-road and switch engines. ●

PICTURED by Joe Easley in *Along the Iron Pike* (Dec. issue) was a sun kink in the rails of a Chicago Great Western siding at Stewartville, Minn., that Edward Kuhlman of Racine, Wis., helped to fix. "It was a hot morning last July," Ed writes. "I was working on the section out of Rochester, Minn., patrolling the track, when we were called to the Stewartville repair job. Ordinarily, you take care of a sun kink by knocking off the end of the rail. You chisel a groove on one side and then pound the other side with your spike maul to break it. The stress of the sun kink itself also helps to shatter it, but in this case we hurried the work with a gasoline cutting torch. After the torch had cut through, both rails jumped back into place and we bolted the angle-bars and spiked down the rails. Finally, the long-delayed train rolled over the spot at two miles an hour and picked up speed for the rest of its run." ●

THE Santa Fe has restored dining service, discontinued a year ago, and Pullman service, dropped in 1960, on the *Oil Flyer* and *San Francisco Chief* respectively, the only two passenger trains now serving Tulsa, Okla. The restoration followed months of negotiation between officials and railway officials. "Tulsa was the largest city in the U.S. without Pullman service," says Mayor Hewgley. "Now we have it back and let's keep it." Many large Tulsa firms have promised not only to support the move with passenger traffic but also to increase their freight shipments.

Although the Rock Island has put the first new name-train in *The Official Guide* in many years, reports *The Train Sheet*, this is not a new train but an old one renamed, 7 and 8, now the *Cornhusker*. The CRI&P also has replaced snack cars on trains 17 and 18, the *Plainsman*, operating between Minneapolis-St. Paul and Kansas City. ●

OLDTIMERS. Jeff Wetmore's article on "The SP's Last Peanut Butcher" (last month) evoked this note from G. C. Greenaway, 318 N. Gilbert St., Danville, Ill. 61833: "I was a news butcher on B&O trains out of Pittsburgh, Pa., in October, 1906, when *Railroad Magazine* first appeared and I remember selling it to passengers. In those days it had a red cover, no illustrations, a smaller page size but was very thick, and sold for a dime."

"Before the turn of the century," recalls Jack Haggerty, Boston, Mass., "many large mills in Lowell, Mass., had coal shipped in on little 4-wheeled dump cars equipped with links and pins. Trains of around 100 cars would be loaded at the Salem wharf, about 20 miles away, and run direct to Lowell for delivery to the mills. Horses owned by the mills would then haul the cars, one at a time, to the storage buildings. In those days coal was stored indoors. One mill used turntables, and manpower pushed the loads inside."

"When I was a Wheeling & Lake Erie roundhouse foreman more than 50 years ago," writes Carl R. Huffman, 325 Parr Ave., Mingo Jct., Ohio 43938, "we were afflicted with several 'white elephants,' namely Decapod locomotives built for the Russian Government but never delivered to them because of the revolution in that country. William G. McAdoo, director general of America's railroads, which were then under Federal control, distributed the Decapods to the roads which needed power most. The throttles of those engines operated in reverse: push in to open, pull out to close. Will some reader tell me who built the Russian Decapods, their specifications, and final disposition?"

Since he retired as a locomotive engineer in 1959 after 46 years of Canadian Pacific service, Percy Adams, 588 Willard Ave., Toronto 9, Ont., Canada, has been devoting some time to writing serious verse, including railroad poems published in *Labor*. He has also had fiction stories in *Railroad* and other magazines. In 1956 his first book came out: *Life on the Head End*, consisting of 9 stories of steam railroading, "Many people have told me that books of railroad stories don't sell," he says. "They are right. Mine sold only 37 copies in the U.S., about 200 in Canada."

Says J. H. Higgerson: "As fireman on the Canadian Pacific at Schreiber, Ont., in 1893, I cleaned the cab, filled the headlight and all signal lights with oil, and hoed out the ashpan. To do the ashpan stint you had to crawl under the engine and be responsible for your own safety. There was no 'safety-first' program then. Pay was $1.60 a day for 10 hours, straight time for overtime. There were no specified hours. I was on many trips that took two or three days and worked night and day before I could rest. Often between trips I had time only to get home, eat a hot meal, pack a food pail, and get back to the enginehouse. ●

GOOD NEWS. Forty-seven weekday and two Sunday commuter passenger trains, discontinued last October on the Essex-Morris line by the Erie-Lackawanna, were restored to operation early this year under an agreement with New Jersey's new commissioner of transportation, David J. Goldberg.

The pact, ratified by the State Commuter Operating Agency, provides for the state paying $4.2 million to the carrier for losses on the runs from last July until they were discontinued in October. In all, 205 commuter trains were dropped then.

Furthermore, the E-L agreed to withdraw a petition for discontinuance of all remaining commuter trains, which carry about 30,000 passengers daily between northern New Jersey and New York City. All this is under a $400 million program to preserve and modernize New Jersey's commuter rail service. For years the E-L and other roads have been getting state subsidies.

Refusing to let the Western Pacific drop its *California Zephyr* run for at least another year, ICC said the public hasn't even begun to desert this train, which runs at virtually full capacity during the summer vacation season, with no deterioration in quality of service.

Just recently, the New York State Public Service Commission refused, for the third time in as many years, to let the Delaware & Hudson discontinue daily passenger service between Albany and Montreal. The PUC pointed to

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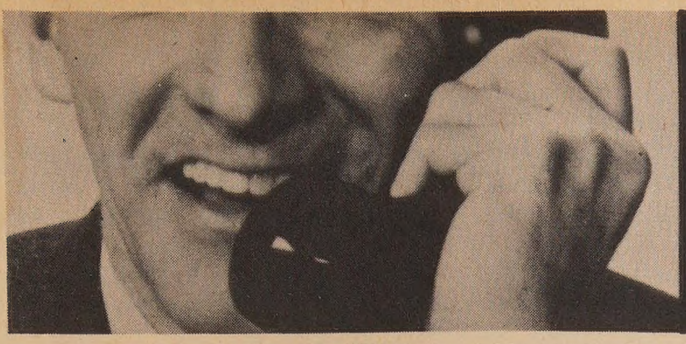

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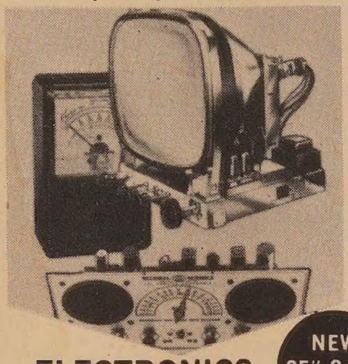

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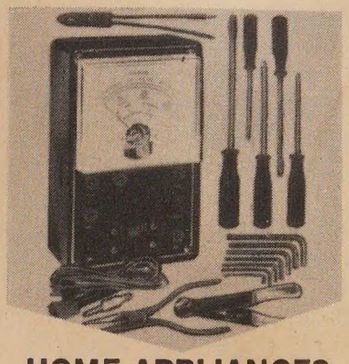

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KINDNESS to animals has long been a trait of railroad men, as you may gather from reading the "Raildogs" chapter in Freeman Hubbard's book *Railroad Avenue*. One morning last winter Engr. Harry Baker was operating a 3-car Buddliner on the New Haven Railroad between Boston and Needham Heights, Mass., when he noticed an elderly boxer dog lying beside the tracks under a bridge in West Roxbury. That evening, on his return trip, it was still there.

No passenger complained when Baker stopped his train and, with help from two crew men, lifted the heavy dog aboard. Later, he gave it warm milk at a station, traced the dog's tag through the Animal Rescue League, and restored the boxer to its owner, Mrs. Eileen McCabe of West Roxbury. Presumably the creature was stunned by falling through the bridge, then under repair. It suffered from exposure to cold weather but no bones were broken, adds Richard A. Hoisington, who sent us this item. ●

SILK TRAINS. We learn from P. M. Hayes, secretary and treasurer of Div. 594, Brotherhood of Locomotive Engineers, Site 5, R.R. 1, Sioux Lookout, Ont., Canada, that the Canadian National roundhouse in his town, built 1911, has just been razed. "Its turntable, 84½ feet in diameter, handled every size of steam locomotive that came into this terminal and laid over," he writes, "including some engines from other roads when washouts and infrequent wrecks took place. The fast silk trains pulling into Sioux Lookout got preferred treatment, with the pick of passenger engines and crews. Shop staffs and engine and train crews did their utmost to prevent delay. Station time for silkers was usually 1½ minutes from arrival to departure, during which time the engines were changed and the trains were serviced and tested." ●

AN INTERESTING sidelight on British Rail's abandonment of its Stour Valley branch is that the line's last freight train left Sudbury with a carload of flour from Edward Baker's Great Cornard Mill, which had been a customer of the railway since it opened 101 years ago!

Selected British Rail routes have set up a system to eliminate ticket offices, reports John Drayton, locomotive driver, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England. Train guards (conductors) issue tickets to passengers aboard the trains.

"This idea was in use on branch lines operated by the Great Western Railway with push-pull trains," John writes. "An engine at the rear of the cars propelled them forward or backward. Sometimes when it was sandwiched between cars at either end, the engineer didn't see his fireman all day, and conversation between them was reduced to a minimum, which suited some chaps. Any incompatability between them was easily ironed out, provided the fireman kept up the pressure, stopped the pops from roaring, and kept the crownsheet plugs intact. Britain today has no push-pull trains, but the idea is to be adapted to diesels.

"Now that hot wires have been strung overhead between London, Crewe, Manchester, and Liverpool for 100-mph electric trains, enginemen are giving safety talks at schools on the danger of playing around high-voltage juice lines. Drivers in their new regalia stand in front of classrooms." ●

ANYONE who has spent nearly 50 years in engine service, as did M. L. Leavines, Rte. 1, Box 206, Florien, La., has a lot to think about. Mr. Leavines did most of his work on logging roads, running rod engines, Shays, and Heislers, but he started his long career by firing on the Katy's single-track Smithville Division.

"So much slate and sand was mixed in with the coal on this division that a man needed a lot of brawn and skill to keep steam up," he recalls. "It took 28 or 30 tons of fuel to make a round trip between Smithville and Waco. Our engines were all saturators of the 500 and 600 classes. The 600's had air doors but manual shakers on the grates, so we firemen could not have found time to use a featherbed even if the company had furnished one. We were paid $2.75 per 100 miles on the 500's and $3.25 on the 600's.

"The M-K-T was in a receivership then and supplies for engines were limited. At one time in the Granger yards we couldn't even get kerosene for our torches. I saw hoggers on the ground oiling their engines by the light of fuses —red, yellow, and green, like a fireworks display! Valve oil was rationed. One man bought his own supply and kept it at home, bringing in a small bottle of it for each trip. I remember making a trip with engineer Wilker when we had to fill the lubricators with black oil to prevent the valves and pistons from groaning and being ruined for lack of valve or cylinder oil.

"We fireman were given coal scoops having metal tags with our names on. The scoops were in such short supply that no extra shovel was available to replace one that the strong exhaust might suck into the firebox.

"In the fall and winter of 1913-'14 the Katy suffered millions of dollars in damage from a flood due to the Austin dam breaking. Thousands of farms were inundated. At Brookshire, several miles of track floated up from the roadbed. Bridges on our division were washed out. Large houses and barns floated down the Colorado and Brazos rivers. One barn drifting against a highway bridge tore it out from its moorings. For many hours trains were kept under steam at the Smithville depot, ready to evacuate the town's inhabitants if the water rose higher.

"After the flood subsided, the bridges and roadbeds were slowly rebuilt; but for a long time afterward the trains jogged over rough tracks, in some spots with slow orders of 4 miles per hour! Again and again the 16-hour law overtook us on the plains of Texas, and another crew would be sent out to bring us into the terminal, but in emergencies we had to disregard the hog law and come in by ourselves.

"One biting cold January day I was firing an extra, engine 635, for a man named Hawkins. We got an order reading, 'First 71, engine 643, wait at Cardiff until 11:40 a.m. for extra 635 north," the latter being our train. We were on a curve when I sighted steam from the 643's pop valves above the tree-tops and I shouted excitedly to Hawkins. But since we were climbing a grade, it took him only a few seconds to stop us.

"Meanwhile, as I learned afterward, 643's crew had caught a glimpse of a black smoke-cloud from our stack and realized they'd run past a wait order. The two engine pilots were less than 60 feet apart on the same track when the 643 ground to a halt with showers of sparks flying from her wheels and brakeshoes! Had the wheels been wet or frosty that winter day, tragedy would have ensued.

"Angrily the crews compared watches, but pretty soon tempers cooled and we backed our engine in on an old brick-kiln track to let the 643 roll by. It is doubtful if any brass collar ever learned of the near-collision. I am proud of having saved lives and property by looking ahead out of the cab window while our head brakeman was dozing on my seatbox. No one else could have seen ahead, for we were rounding a left-hand curve and the conductor was standing in the cab just behind Hawkins. It was a long, long time ago. Any Katy oldtimer who reads this letter, please write to me." ●

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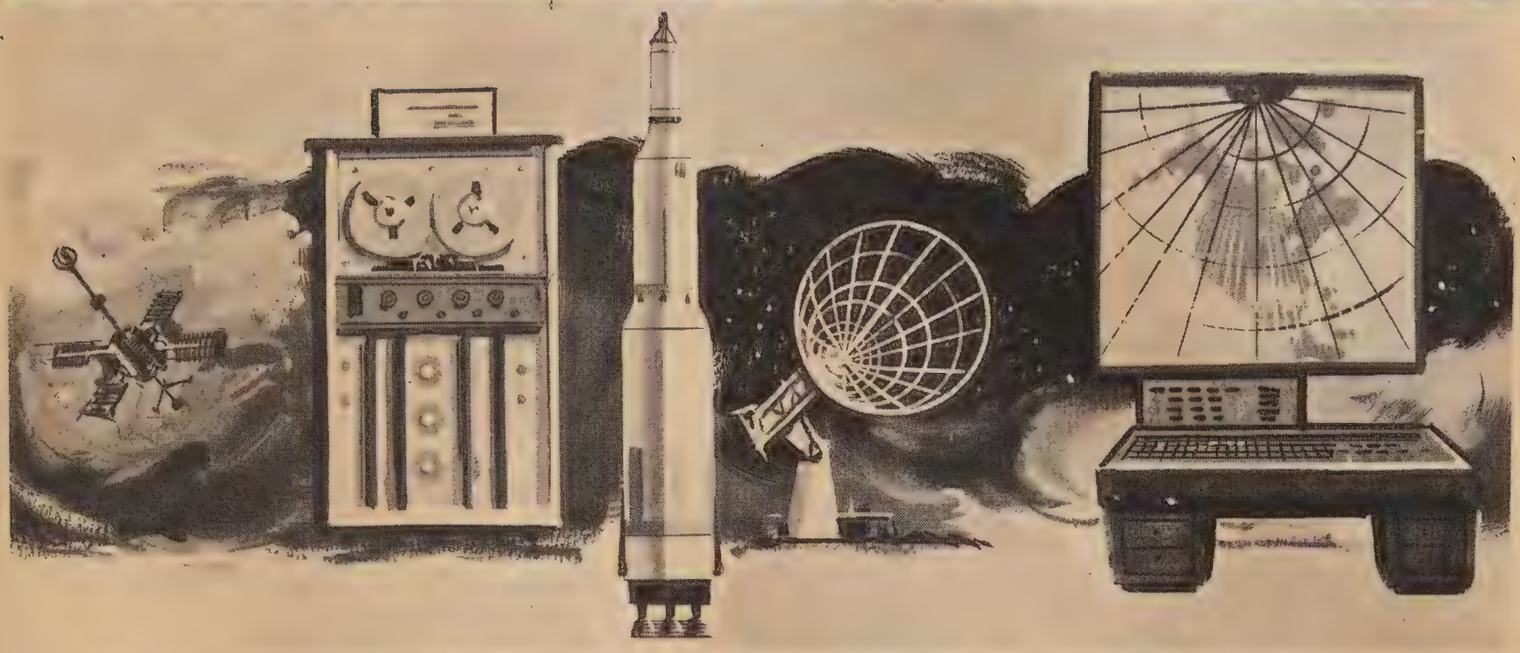

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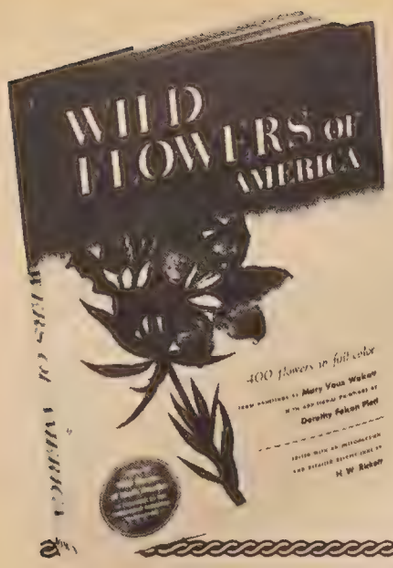

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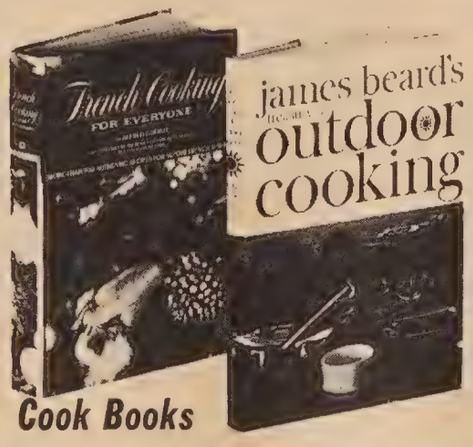

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Photographs of the Month

Thirty years ago the Louisville & Nashville had its worst flood. Oldtimers still talk about it. We see Union Station and L&N general offices at Louisville, Ky. Water filled basements of both buildings, cutting off heat facilities. Temporary offices were set up in business cars on tracks in South Louisville yards. Flood situation was so bad that one old engineer, C. H. Thompson, recalls taking almost two weeks for a round trip on the Short Line between Louisville and Cincinnati which is only 114 miles.

Photograph from L&N Railroad Magazine

Photo by H. Reid, 8549 Wayland St., Norfolk, Va. 23503

Beauty walks a mountain road in the person of Louise Sawyer of Fontana Village in western North Carolina as engineer Ed Collins watches in the cab of Shay 1926, numbered for the year it was built. This steam railroad, the Graham County Line, is a popular tourist attraction. Ed lives at Robbinville, N.C., and the photograph was made in a remote gorge near Topton, N.C.

Louisville & Nashville used its first concrete crossties in 1963. Now they're testing pre-stressed concrete crossties on new right-of-way near Shell Mound, Tenn. Each weighs 580 pounds, much more than the creosoted wooden ties.

Wm. C. Tayse (Louisville & Nashville RR.)

Engineer James E. Valentine, age 32, killed in 1874 train wreck, rests in Hollywood Cemetery at Richmond, Va. Stone shows his engine, a woodburning 4-4-0, and a 12-line poem (printed in our Feb. '67 issue, page 25).

Photo by Wallace Cordle, Richmond, Va.

Don Scafe, Project Hse 1D, College Sta., Texas 77840

D&RGW engine 498 backs past a line of empty stock cars at Chama, N.M., in Oct. '66. At the left is engine 487.

Doubleheaded by 4-6-2 and 4-6-0, both formerly Canadian Pacific, railfan special ran over the Western Maryland last October 22nd from York, Pa., to Cumberland, Md.

Ronald F. Amberger
8-G Harrison Street
Cortland, N.Y. 13045

When Broad Street Station was new, in 1881, trolleys and horse-drawn wagons rolled past it on Market Street. This building housed the main offices of the Pennsylvania Railroad system, which has always been headquartered in Philadelphia.
All station pix from Pennsylvania Railroad files; some by courtesy of Charles Rupp, M.D.

The Saga of Old Broad

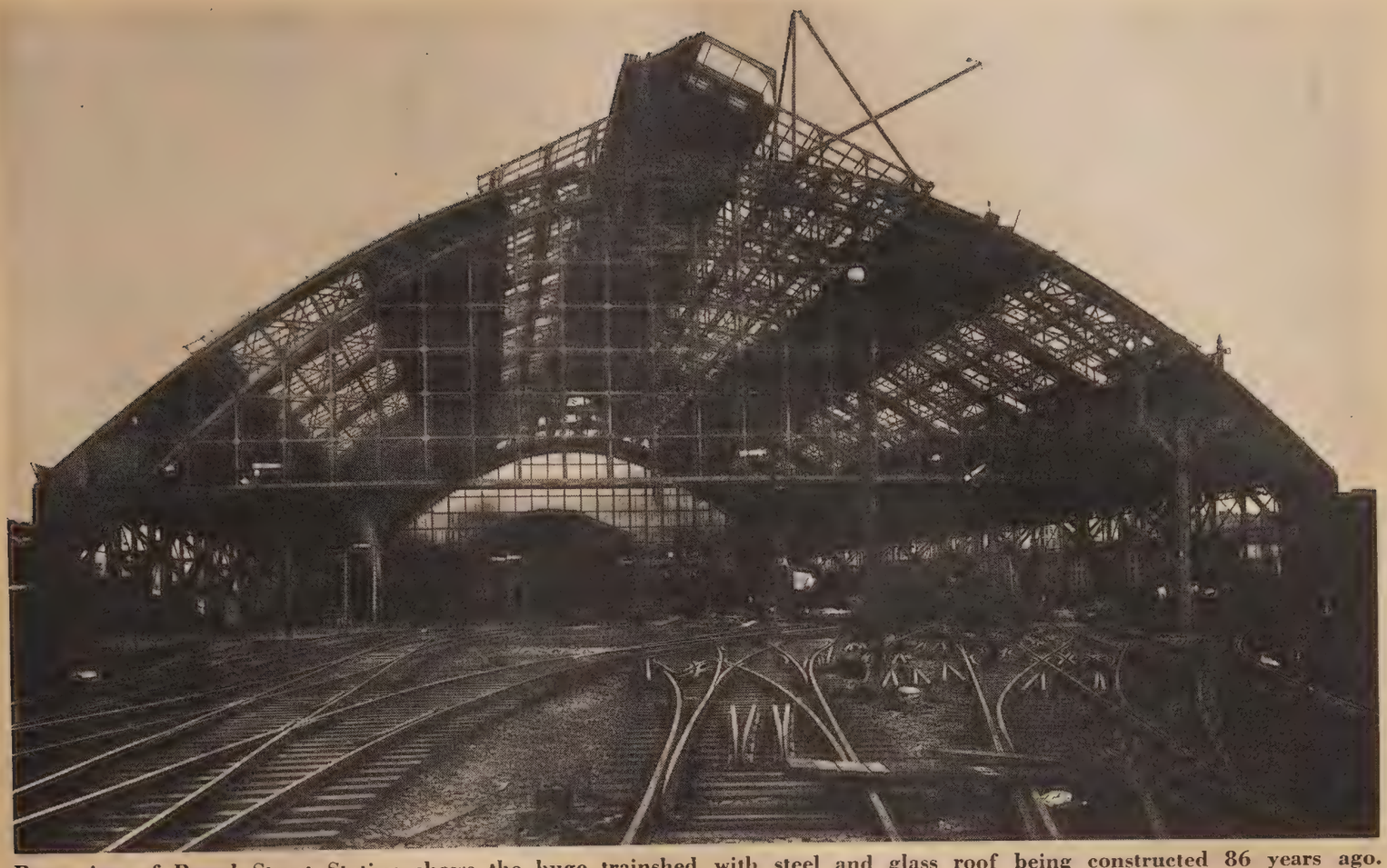
by William D. Gorman

MORE and more, the monumental type of passenger depot is disappearing from our midst. In New York, as we all know, the famous old Penn Station is gone. Replacing it soon will be a multi-million-dollar sports center and office skyscraper, with rail passenger facilities placed inconspicuously below the street level and out of sight of motorists and sidewalk pedestrians.

Out of sight! Why, there used to be a time, not so long ago, when a well-designed railroad station was something to boast about, and people were proud to look at it and point it out to visitors as they walked or rode past.

Also in New York the lofty Pan Am Building, glorifying a rival form of transportation, towers high above Grand Central Terminal—which, however, remains intact, although its interior is cluttered with advertising gimmicks that would have brought a shudder to the aristocratic Commodore Vanderbilt.

Montreal's skyline was changed a few years ago when the 1,200-room Queen Elizabeth Hotel rose on Canadian National property, and the railroad terminal there scurried underground like a mole, as if ashamed of itself. Above Chicago's Union Station and above the Illinois Central's lake-front property nearby huge commercial buildings hover like giant weeds; and in Philadelphia an 85-acre development project is likely



Rear view of Broad Street Station shows the huge trainshed with steel and glass roof being constructed 86 years ago.

to dwarf and surround the Pennsy's majestic 30th Street Station.

Thus it goes. The modern boom in air rights over New York, Chicago, Montreal, and elsewhere has reached the point where one Congressman wants to see some of the huge old stations preserved as national monuments. That will never be done, of course. The rail passenger facilities substituting for them are designed to conserve space, be efficient and functional. No longer are they social, cultural, and recreational centers as well as railroad depots.

If any depot ever qualified as a social and cultural center it was old Broad Street Station in Philadelphia. No trace of her is left—except in the thoughts of oldtimers and in pictures and records. Old Broad Street is probably the best remembered and most revered of all the great American railroad buildings of a bygone era. Hundreds of automobiles now park where her majestic foundation once stood, while stainless-steel subway trains of the Philadelphia Transportation Company thunder between the steel legs which once supported her.

Even though she was razed more than a score of years ago, Old Broad survives in memory because she was more than just steel, granite, marble, and wood. She was a symbol of railroading, a milestone to mark the growing pains and social life of a lusty nation. She survived fires, depressions, wars, the transition from steam to electric power and then to diesel.

Old Broad registered as a big-timer the day she was born, Dec. 5, 1881. Her birth cost the Pennsylvania Railroad $4,272,000. Then, when she was a teen-ager in 1894, the PRR practically duplicated her first cost by adding a ten-story section, surmounted by a tower, to her originally modest four stories.

More than anything else, though, Old Broad was a tribute to the iron men and wooden cars of yesteryear and the location of a million good-byes and hellos. Also the scene of two of Philadelphia's most spectacular fires.

Collection of C. W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind.

One of the Pennsy locos that wheeled trains into and out of "Old Broad" in its early days was No. 658 (Altoona, 1875, construction No. 296), scrapped in 1903.

When first opened, Old Broad was quite a showplace. We see here the famous grand stairway and the immense trainshed.

Some remarkable statistics are attributed to Old Broad, but to appreciate her true greatness you must turn the clock back considerably more than half a century. When she was completed, Chester A. Arthur was President of the United States. There were no automobiles. Trolleys were horse-drawn. So were the hacks and hansom cabs which preceded today's taxis. You've often heard that expression, "the horse with a hansom behind." One newspaper in those days hailed Old Broad and the trains she mothered as "part of the superior comfort of this rapid age."

Even a baggage room looked romantic.

American-type (4-4-0) steam teakettles provided the main source of motive power for the 160 daily trains which rolled into and out of Old Broad in her infancy. When you consider that these 160 were handled in a stub-end station with only eight original tracks, you get some inkling of the railroading ability displayed by oldtimers.

After passengers and baggage had been discharged from incoming trains, the coaches and Pullmans were respotted on outbound tracks. The baggage car, representing another move or two, went to a loading platform and then was backed onto the head end of the outbound "varnish." After that a hostler took the locomotive out to the West Philadelphia roundhouse.

A few moments before the departure of a scheduled train, a fresh steam engine backed into it for the outbound trip. All these switching moves multiplied the 160 daily trains into a lot of movements. By 1910 the big station was digesting and turning out 578 trains a day, a fantastic figure for her time.

But even though Old Broad was far from efficient in terms of today's railroading, her operations started the migration to what is now known as suburbia. Philadelphia's *Evening Bulletin* editorialized in the early 1900's:

"Hundreds of families have been waiting for the completion of this line in order to secure homes in the country, so far away as to be free from city dirt, city disease, city crimes, and city taxes, yet near enough to let the working members come to the city every day and to let others do their shopping in the city and come to the city for their recreation and entertainment."

Much of that recreation and entertainment centered around Broad Street Station, because the 120-table restaurant located on her train floor was a common meeting ground for the greats and near-greats. In it dined Presidents, Governors, Senators, Mayors, and such operatic stars as Galli-Curci, Melba, Caruso, and Geraldine Farrar. Caruso, incidentally, had a standing order at this eating-place whenever he gave a concert in the city. He ignored its typical Philadelphia dishes of roast beef, scrapple, pepper-pot, white bean soup, and clam chowder in favor of a three-foot loaf of specially-baked Vienna bread, hot from the oven with the center removed and stuffed with chicken. This he topped off with four or five bottles of beer. No wonder he was fat and died in middle age!

Another bulky individual, U.S. Senator Boise Penrose, for years the top boss in Pennsylvania politics, was regarded as the ace trencherman of Old Broad's restaurant. At one sitting he'd consume two quarts of pepper-pot, a whole chicken, and a variety of side dishes plus one or two oversweetened desserts, coffee, and alcoholic liquor.

Main waiting room on the second floor of Broad Street Station was the scene of a million farewells and family reunions.

Both photos on this page by L. Richmond Brittingham

He, too, died before reaching old age.

The busiest and most profitable night the restaurant ever had was the time of the Dempsey-Tunney championship fight in September, 1926, when some 10,000 customers were served and the waiters averaged more than $100 apiece in tips, which was a heap of money in 1926.

Three years earlier, Old Broad suffered her first major disaster. By that time the original eight tracks leading into her over the "Chinese Wall" had been increased to sixteen. The depot suffered what the city's fire chief called "the greatest, the worst, and the most destructive fire" of his long experience. More than 30 firemen were felled by smoke inhalation, and numerous railroaders, passengers and spectators sus-

You climbed the grand stairway to reach the information booth, above which and beside the clock was a map of the far-reaching Pennsylvania Railroad system.

Two views of Old Broad showing, in the background, City Hall, 555 feet high, topped by statue of William Penn, the English Quaker who founded Philadelphia in 1682. (Left) 15th Street was tunneled through the so-called Chinese Wall. (Right) Overhead shot of the umbrella-like sheds that were built after a spectacular fire had destroyed the original big trainshed.

tained burns, but no lives were lost.

The date was Sunday, June 10, 1923. Old Broad handled an estimated 80,000 passengers that day. Things had quieted down about 11 p.m. when the locomotive fireman on the incoming *Pittsburgh Express* noticed a wisp of smoke curling up from the platform at the west end of the trainshed. In routine manner he reported it to the stationmaster, who notified security forces.

Grease from hundreds of tallowpots and the oil which overflowed as countless journals were packed had turned the wooden ties, struts, and platforms into a fire hazard. The stubborn, treacherous blaze which resulted melted the 288-foot-high steel supports of the trainshed and turned it into a grim skeleton. Despite the valiant efforts of more than half of Philadelphia's total fire equipment and force, the vast trainshed, 590 feet long and 306 feet wide, 100 feet above track level, melted into a mass of twisted rubble. Startled people 20 miles away viewed the conflagration.

Ernest C. Gilroy, a yard conductor working the station yards, knew that approximately 200 persons were in berths aboard a ten-car train, scheduled to leave for Boston in the wee hours of morning. The cars had been spotted early on track 13 to allow passengers to retire early. Realizing that many were asleep and unaware of the blaze, Gilroy ordered his engineer to hook onto the string.

He made the coupling, awakened the porters and passengers on the express, and signalled his hogger to pull out of the danger zone. After moving ahead about 40 feet, the train stopped behind a red board and an open switch. Next to it, a blazing wooden platform seared the sides of the cars.

Gilroy jumped off the train and groped through the smoke to a phone. There he found that flames had short-circuited the signal and switch system. Workmen hurried to remedy the situation while Gilroy struggled back to his train.

After a quarter of an hour in this inferno, the passengers panicked. Women and children screamed. Men fought to get off the train, but crew members and porters pushed them back and locked the doors. At length the switch was closed. With a long wailing blast of her whistle, the yard goat took up the slack and wheeled the train out to the safety of West Philadelphia Station, about a mile away.

Although her trainshed was gone and the tracks leading into her were a shambles, Old Broad, built mostly of steel, stone, and marble, had withstood the holocaust very well. Still intact was the building itself, with its waiting rooms and railroad offices. Within five days after the fire, the old girl was back in business on a nearly normal basis, with about 70 percent of her scheduled trains running "on the advertised." A total of 3,500 workmen used two million feet of lumber, 200 tons of rail, and 300 tons of pipe and fittings, among other things, to give Old Broad a new lease on life.

Nobody anticipated another big fire in the same station. But twenty years later, on Sept. 12, 1943, flames again wrecked the trainshed. That fire twisted and warped the tracks and destroyed six

passenger trains, for a loss estimated at $250,000 back in the days when a dollar bought something. As in the first fire, Old Broad came back on a grand scale.

Although she made sensational passenger-traffic records, contributed to the social life of her times, and survived two major disasters, Broad Street Station was more than just a passenger facility. She was the headquarters of a far-flung railroad system. During her seven decades of life she became a symbol of railroad power, authority, and progressiveness.

From 1894 until 1930 the Pennsy's executive offices were located in Old Broad, and from them emanated decisions which affected not only the PRR but just about every railroad in the country as well. In the "now it can be told" vein, several things about the executive offices are worth mentioning.

The office of the Keystone Road's president was combined with the board of directors meeting room, three floors above Market Street on what was technically known as floor No. 1 of Old Broad. The lower floors were the entresol, the mezzanine, and the train floor.

Passengers and baggage entered directly from the street into the main waiting room and proceeded up the grand staircase, 16 feet wide, to the train floor, bypassing the mezzanine. The latter was given over mostly to storage facilities, locker rooms, supply and tool rooms, and innumerable other requirements for Old Broad's daily operations.

Pennsylvania Railroad presidents in those days had an office nearly a half-block long on the Market Street side. Some unusual secrets were built into it. The executive's desk stood at the east end of the office facing the tracks. To his right was a door leading to his chief clerk and his immediate staff. Back of him loomed Philadelphia's City Hall, topped by a statue of William Penn—which later had to be reinforced to prevent the ancient bronze William from taking a high dive into Old Broad.

Along the top wainscoting on the right hand side of the ceiling, calibrated marks were easily visible from the desk. You could also have seen calibrated marks along the interior edge of the door jamb at the west entrance to the office. If a man entered this door and paused, as is normal, the president instantly knew how tall he was. As he proceeded past the board of directors' table through the long office, the calibrated marks on the ceiling, coupled with the watch on the president's desk, told the executive whether his visitor was determined or hesitant with whatever proposition he had to offer.

The calibrations also were handy when discussions arose as to length of cars, tracks, and general engineering problems. Another unusual gimmick was a set of very large maps, like giant roller window-shades, built into the ceiling at the west end of the office. These included separate maps of the Pennsy and the railroads of the United States and of the world, showing shipping lanes and commerce routes. Back of them, a false wall screened off a private galley, cozy rest room, and lavatory.

If the big chief wanted to be "out" to an unwelcome caller, he could easily open a private and unmarked door, go through his rest room, out another door, and be at the elevator. Or by using the door to the right of his desk, he could go out through one of his staff rooms. Or else he could leave through the north exit and walk down a flight of steps to the train floor. It was all conveniently arranged and well thought out, and often put to good use.

Old Broad was an expensive wench.

Through these train gates, for 70 years, passed uncounted millions of travelers.

Both photos on this page by L. Richmond Brittingham

The 15th Street stairway led you directly to trolleys and Market Street subway.

Two of the city's most destructive fires hit Broad Street Station, one in 1923, the other in 1943. (Freeman Hubbard, the editor of *Railroad Magazine* today, witnessed both of them.) This photograph shows what flames did to the trainshed in 1943.
L. Richmond Brittingham, Jr., photographer, PRR Claim Department, Phila. Region

Her floors were marble, her walls were wainscoted in walnut, and her doorknobs were solid brass engraved with the Pennsylvania's famous keystone.

When first opened, Old Broad was equipped for gas and electric lights. Two days before that, the city had turned on electric lights to illuminate one of its main streets for the first time; so Old Broad's designers installed both gas and electric lighting. Offices of the top executives had mock fireplaces equipped with gas heaters. Later on, the gas lights were converted to electricity. Thus began the modern age.

Oldtimers will tell you with a chuckle that in bygone days Old Broad was the battlefield for some uncouth egg-throwing. Poultry farmers along Delaware Road and as far west as Lancaster and Harrisburg, Pa. used to ship thousands of crates of eggs into the big city markets by train. Because hen fruit was fragile and perishable and because speed of arrival at the downtown markets affected the price, the eggs were shipped as baggage rather than ordinary freight. This created much inter-railroad and inter-shipper rivalry, and it was a common practice long ago for the larger shippers to top off their consignments with an extra crate or two of eggs for "the boys" on the railroad, as a tip for good service. Here was a made-to-order situation for deviltry.

"The night stationmaster was always bombing me when I was making my rounds," a retired Pennsy policeman told your author. "He liked the mess that the eggs made of my blue uniform. But I got him a couple of times, too."

With free eggs plentiful, it was also considered okay to sneak into the trainmen's bunk-room and stuff raw hen fruit into the shoes of slumbering men. Many a late sleeper had to sign on uncomfortably for his outbound run with the makings of an omelet drenching his socks.

Nevertheless, with all her memories and history, Old Broad lasted until April 26, 1952, when, outmoded and aged, she was consigned to be torn down. But she still serves the Pennsylvania Railroad. The bricks, stone, and rubble which once made up the old girl and her Chinese wall were used as fill for the railroad's coal pier on the Philadelphia waterfront.

Despite a heavy rain, a crowd of about 3,000 persons turned out the night before for her final closing, and the well-loved damsel was serenaded on her way to oblivion by the world-famous Philadelphia Orchestra under the baton of Eugene Ormandy.

As it had done 885 times in the preceeding 52 years, the orchestra was leaving from Broad Street Station for one of its concert tours. The 103 musicians and Mr. Ormandy arrived an hour earlier, set up their instruments on the train floor, and gave a rousing concert to honor the dear departed. Then they boarded a train.

Standing on the observation platform with a few of his musicians, Mr. Ormandy led the crowd in singing *Auld Lang Syne,* and many eyes were misty with tears as they sang. After that, with the rain pouring down, engine No. 4800 —the first GG1 electric ever to arrive at Old Broad—slowly pulled the last train out at 9:47 p.m. and picked up speed after leaving the yards.

It was still raining the next day as civic leaders and railroad officials symbolically removed the first few bricks and consigned the grand old lady to the wrecking crews. ●

Photographed by C. R. Hoser for The Mutual Magazine

Pedestrian bridge over Market Street leading into Old Broad. In the background is shown the "Chinese Wall," over which trains rolled into the terminal. (Lower photo) It took three charges of dynamite to make this rather slight breach in the wall. After the third blast, the demolition expert in charge of the job remarked, "They don't build things this solid nowadays."

Photograph by L. R. Brittingham, Jr.

Interesting Railfans No. 53

RUBEN LEVIN

by Freeman Hubbard

Ruben Levin, editor and manager of *Labor*, at his desk in 1960, shortly after weekly newspaper moved into a new building.

AS EDITOR and manager of the weekly newspaper *Labor*, which is owned by the railroad workers of the United States and Canada—18 rail unions, to be exact—Ruben Levin indirectly wields a lot of influence on lawmakers as well as the railroad industry and organized labor.

With a circulation well above half a million, *Labor* is read regularly by many members of both houses of Congress, by politicians and company officials, editors, writers, railfans, clergymen, newscasters, etc., in addition to railroaders and their families.

When President Lyndon B. Johnson was Senate majority leader he referred to *Labor* as one of the few papers coming to his office that he read personally. "I know of no better way," he said, "to keep informed about the problems, aims, and needs of American labor." He was standing right behind Congressman Sam Rayburn on April 29, 1958, when the then-speaker of the House turned up soil at ground-breaking for the impressive new building in which *Labor* is now being edited and published at 400 First Street, N.W., Washington, D.C. 20001.

The present Senate majority leader, Mike Mansfield, described *Labor* as "synonymous with public interest," adding: "I always look forward to receiving my weekly copy of *Labor*, with its fresh insight into topics of national and international importance." And the late John F. Kennedy, shortly before his election to the Presidency, said *Labor* was "performing one of the most vital jobs in our country today."

Numerous Republicans also extol it. For example, Senator George Aiken of Vermont: "I have been reading this influential publication for more than

twenty years and . . . have never known *Labor* to be less than accurate." Senator Margaret Chase Smith of Maine regards *Labor* as "a public service publication of unexcelled integrity, purpose, and intelligence."

That paper's editor is undersized (5 feet, 3), with a square jaw, bluish-green eyes, a grizzled look, and a terrier-like way of going after news. His hair, what is left of it, is semi-blond. Rube Levin has a sharp, barking laugh, often used, and underneath it a deep concern for other people. When addressing a union convention—and he usually speaks at several each year—he likes to open with a self-deprecatory story. His speeches are brief, "like a pretty woman's dress," he says, "long enough to cover the subject but short enough to be interesting."

A write-up in *Fortune* magazine characterized him as "gnomish." Rube is so small that he drew a laugh at the 1966 grand lodge of the Brotherhood of Maintenance of Way Employes in Montreal by standing fully erect behind the lectern and publicly thanking Harold C. Crotty, the brotherhood's president, "for providing this stool so they can all see me here." In that same speech he called himself a newsboy because he had personally brought along a supply of copies of *Labor*, relatively hot off the press, in a separate suitcase for distribution to the delegates.

The "gnome" was born Aug. 2, 1902, in a Polish village. His father, Benjamin, emigrated to Wisconsin, settled in Manitowoc, and worked as a pack peddler among farmers for two years before he could save money enough to bring his family to America. The only railroader in Rube's family tree, his brother Jacob, was a Milwaukee Road carpenter for three years.

In Manitowoc the future editor was exposed to railroading at an early age, living near the Pere Marquette car-ferry terminal and the Chicago & North Western station; both fascinated him. In 1911, to help support his impoverished family, young Ruben began peddling wild raspberries and boxes of matches from door to door. But, like most boys of age nine, he enjoyed teasing the girls. His cousin Goldie Perlson recalls: "When a few of us went berry-picking in a wooded area on the edge of town, Ruben would deliberately tip over our pails, scattering our luscious berries on the ground, much to his delight and our consternation."

Later, the Levins moved to Milwaukee, to an old frame house located near the Schlitz brewery freight yards of the Milwaukee Road and the C&NW. Spending much time watching the cars switched back and forth, Rube developed an interest in the problems of railroad workers. Sometimes he would drag out cakes of ice which had been left inadvertently in empty "reefers," load them on his coaster wagon, and sell the ice to neighbors.

He also delivered newspapers through the Milwaukee's main freight sheds and yards, sold papers on street corners, and shined shoes, all after school hours; and as a teen-ager he held summer jobs keeping ledgers and collecting bills. While attending high school he bought a newspaper stand. At first he had only a few customers but by trying hard to please them he acquired several hundred.

One of his early dreams was to visit Hawaii. Unable to afford the cost of transportation, he got there in 1928 by stoking coal on a trans-Pacific liner. That was in the era of national prohibition. While staying in the Honolulu "Y" he discreetly asked a pleasant, gray-haired gentleman where he could get a drink in town. In fatherly fashion, the stranger advised him to go to a movie instead. Rube persisted, asking if the local liquor known as *oke* was any good.

"It's poison," the stranger said solemnly. "There is no good liquor."

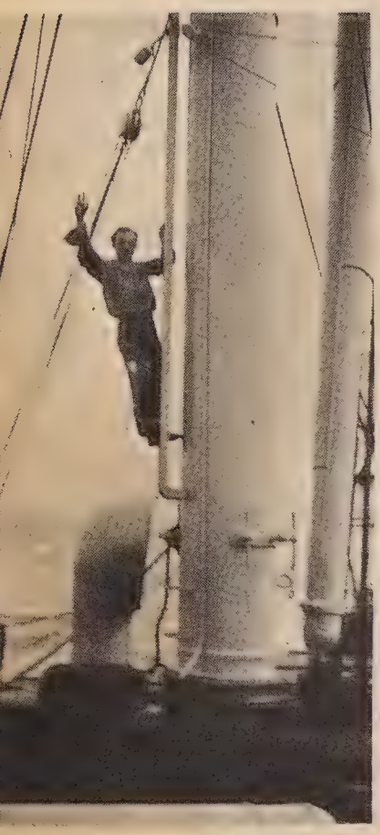
Later, Rube asked, "What's your name?"

His companion pulled out a card identifying himself as a Mr. King, the "Prohibition Administrator of the Hawaiian Islands," and each man had a hearty chuckle.

Last June, when Rube revisited Honolulu to attend the wedding of his son David to a lovely Chinese-American girl, he journeyed by plane, with vivid recollections of sweating out that first trip in an engine-room.

He has done quite a bit of travel—by train whenever possible. "In 1927," he recalls, "when I was riding the Canadian National line, our train stopped at 11 p.m. in Hudson Bay Junction for a three-hour layover. I was surprised to see the town lit up at that late hour, with its stores, barbershop, restaurant, and bars still open. The conductor said that all trains but one stopped there between 10:30 p.m. and 3 a.m. for a long layover. Hence the town was topsy-turvy. Storekeepers, restaurant people,

At White House reception for *Labor*, President Johnson is telling editor Levin how his late father, while a member of Texas Legislature, read *Labor* for years.



In 1928, when Rube first went to Hawaii, he earned passage by stoking coal on the SS *Makiki*. (Left) He emerged from the engine-room for fresh air. Last June he revisited Hawaii, by plane, for the marriage of his son David to a Chinese-American girl, Stephenie Camjean Seto. (Right) Newlyweds at wedding breakfast.

etc., worked the midnight shift but closed most of the day. That junction was truly geared to the railway."

Rube prefers the compartments in European railway cars to the two seats abreast in North American coaches. "Those compartments make for friendliness and intimacy," he says. "They let me get acquainted with four or five fellow travelers at a time and gather information from them."

The subject of this sketch broke into journalism as a part-time cub reporter on the Madison *Capital Times* while studying at the University of Wisconsin. President Crotty of the Maintenance of Way Employes describes the *Capital Times* as "one of the few liberal, crusading, daily newspapers left in the country" and says its editor "exerted a strong guiding force in settling Ruben Levin's ideas of what humanity is."

Although Rube took up engineering at the university, he switched over to journalism without waiting to get his diploma. He has worked on 13 dailies in the U.S., also *The Winnipeg Tribune* in Canada and the European edition of *The New York Herald* in Paris, writing many a railroad story in addition to other assignments. An old schoolmate, Max Kossoris, comments on the days when Rube was young and footloose. "In Alaska," Max writes, "he went broke, not knowing where his next meal was coming from, and sent a telegram asking me to wire him $50, which I did."

In September, 1938, when Rube was working on *The Milwaukee Leader*, the last surviving labor daily on our continent, and doing free-lance writing on the side, sending news items regularly to *Labor*, the latter's editor, Edward Keating, invited him to live and work in Washington, D.C., as a staff writer.

"I accepted promptly," Rube recalls, "because a job in the capital was more interesting and more challenging. Also, it paid better."

He has been with *Labor* ever since, becoming acting editor in 1951 and climbing to the top of the totem pole in 1953. The paper was founded in Washington in October, 1919, exactly 13 years after *Railroad Magazine* first hit the news-stands. It started with four pages, now has eight. Unlike *Railroad Magazine*, it has never carried paid advertisements. In 1924 *Labor* moved into four-story quarters of its own on Capitol Hill. Thirty-one years later Congress took over that site to use for a new House Office Building, and the paper occupied rented space until its new and much larger building was completed. Its present circulation is about 575,000; subscription costs $2 a year, $3 for two years.

"*Labor's* policy," according to editor Levin, "is to report news of the railroad workers in the U.S. and Canada and to carry forward their battles for a better life. It also seeks to aid any group of workers struggling for economic justice. Politically, it supports candidates for public office who seem to have the interests of labor and the public at heart. This paper has a record of crusading

Ruben Levin explains the fine points of steam locomotive model to his grandson Eric, while his wife, Bertha, looks on, with grandson Bruce in her arms.

Ruben Levin (left) and Harold C. Crotty (far right), president of the Brotherhood of Maintenance of Way Employes, at the brotherhood's 1962 convention.

for honesty in government and it interprets news and trends in a manner easily understood by the average workingman. Where dailies fail to present the full truth, *Labor* aims to fill the gap."

More specifically, he says, *Labor* does what it can to resist give-aways and grabs of the Nation's resources and it fights "to preserve a free, powerful, and democratic America, opposed to all totalitarianism whether from the left or the right."

Rube has about the same duties as other newspaper editors—that is, to supervise the flow of news, write editorials, carry out policy, and answer a deluge of readers' letters. (The last-named duty is one that the editor of *Railroad Magazine* can't keep up with.)

"There is no trick to handling my heavy correspondence," Rube says ruefully, "except to work long hours when necessary. My big problem is how to get each week's vital news into our eight pages. It's heartbreaking sometimes to have to leave out important news for lack of space."

Mike Marsh, research director of the Railway Labor Executives' Association, comments: "Rube Levin always has in his pocket a piece of folded paper and a ball-point pen, which he whips out at the first hint of any news item from the person he's talking with. A demon for work, he has been known to toil seven days a week, twelve or more hours a day, when the pressure is on. Now and then, when one of the railroad brotherhoods faces an organization campaign or a 'raid' from some outside union and calls on Levin to put out a 'special edition' of *Labor* for them, he and his staff invariably come through."

Although the future of railroad passenger business in English-speaking North America looks grim, Rube regards the Urban Mass Transit Act and the High-Speed Ground Transportation Act as bright spots.

"These acts could usher in a new era of speedy and more frequent train service," he says. "I believe that in time the growth of U.S. and Canada, the mounting traffic congestion, and the rising jams at airports will force a return to more railroad passenger travel, on speedier and more modern trains. If private initiative can't do the job, then I think that in the interest of self-preservation and national security the Government will have to do it."

On a trip to Israel in 1960 he noted that railroad passenger fares there were lower than bus fares. Today, Israel operates at least 40 daily passenger trains between Haifa and Tel Aviv, most of them jam-packed. Figures show a jump in Israeli rail passengers from about 4.5 million in 1960 to 5.5 million in 1965, a sharp contrast to the steady decline in U.S. The question arises: since Israel can expand its rail passenger business, why can't America do the same?

Labor's editor adds: "Our carriers, in cooperation with railway unions, should make greater efforts to maintain passenger service and bring pressure on the Post Office Department to stop shifting mail from trains to trucks and, in fact, to restore mail to the rails."

Rube's wife is the former Bertha Greenberg, who used to be a newspaperwoman and an English teacher in a junior college. They have three children: Hilda, age 27, who is married; Jonathan, 19, an Air Force enlisted man, and David, 24, studying for a Ph.D. at the University of Illinois; also two young grandsons, Eric and Bruce.

In his younger days Rube went in for stamp collecting, chess, baseball, and golf, but today's journalistic demands leave him little opportunity for anything else. "He's married to the office and typewriter," Bertha deplores.

By giving so much time to his work, by not engaging in exercise other than a moderate amount of walking, and by eating typical American diets of "almost anything," Rube may be jeopardizing his health and shortening his life—"burning the candle at both ends." But recent reports on a physical check-up found him to be in good health. One point in his favor healthwise is that he seldom shows anger and is easy to get along with.

"Ruben's work gives him the pleasure that other men derive from golf or fishing," writes a medical consultant, Benjamin Lieberman, M.D., "and he has improved his health by discarding cigarettes."

Awards for distinguished service to journalism have come to Ruben Levin from the Sidney Hillman Foundation, the University of Wisconsin, and the International Labor Press Association. Among his "pet peeves" are extremists of the right or left, persons who are garrulous about trivialities, and those doing sloppy jobs. Commuters who ride trains only in bad weather also annoy him. For nearly 25 years Rube has been a commuter himself, riding the B&O between Silver Spring, Md., and Washington.

As for TV: "The low caliber of most programs appalls me. I agree with the former FCC chief who said television was largely a 'wasteland.'" Rube likes *Railroad Magazine*. "It is written in a more popular style than *Trains*," he comments, "has a greater appeal to railroad men and railfans, and has a more human touch."

Answering a final question, he states: "I'd like to be most remembered as a competent editor, one who has served all of labor, particularly the railroad workers, in the best way he knew how, and one who has turned out a paper that truly meets its readers' needs.

"I am proud that *Labor* serves its readers not only with news and interpretations but also with such helpful and personal departments as *Hobby Corner, Missing Relatives, Pen Pal Parade, Family Tree Data, Song Requests*, and similar columns comparable to those in *Railroad Magazine*."

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

One of the fourteen eagles from New York's old Penn Station is being let down from its perch.
Pennsylvania Railroad photograph

1 *Your April department pictured one of the 14 granite eagles, 63½ inches tall, that used to adorn Penn Station, New York. What happened to the other 13?*

Those eagles, each weighing 5700 pounds, with a 6-foot wing spread, stood for 56 years above the entrance to the classic PRR passenger terminal. In Oct. '63 the railroad announced its intention of giving them away. Within a few weeks the total number of requests for eagles exceeded 500. After reviewing each request, the management finally placed the eagles in suitable locations.

One went to Cooper Union for the Advancement of Science and Art, in New York City, where Adolf Weinman, who sculpted the eagles between 1908 and 1910 had studied. Another rests on a pedestal in the National Zoological Park of the Smithsonian Institution in Washington, D.C., as an outstanding portrayal of our national emblem.

Four were given to Philadelphia's Fairmount Park Association, which set them on the corners of Market Street bridge across the Schuylkill River, near the Pennsy's 30th Street Station. Two eagles guard the entrance to the gym of the U.S. Merchant Marine Academy at Kings Point, Long Island. One rests on a pedestal at Valley Forge Military Academy. Another went to Vinalhaven, Maine, near world-famous quarries which supplied the granite from which the 14 were made. One maintains a vigil over the Long Island Rail Road station at Hicksville, N.Y. Another is on the campus of Hampden-Sydney College in Virginia.

The remaining pair, well cleaned, will return to New York's Penn Station to keep watch over train riders, but much closer to the ground, perched on pedestals in the new Pennsylvania Plaza, a small area to be located in front of the 29-story office building now being erected above the station.

2 (a) *What are the requirements for becoming a locomotive engineer?* (b) *Where can I get info. on this subject?*

(a) Many years of work as a locomotive fireman (diesel helper). But if you aren't a fireman already and aim to follow such a career, you'd better forget it right now. We don't know of any North American railroad, big or small, hiring men for engine service today. Actually, the roads are gradually reducing the number on their payrolls. But there are many tourist-attraction shortlines (see list in our May '66 issue) on which you might possibly be given the opportunity to fire a steam loco without pay. (b) Read *This Fascinating Railroad Business,* by Robert S. Henry, available in many public libraries.

3 *Did any noted railroad event happen on May 2nd (my birthday)?*

Yes, the world's first telegraphed train order was issued May 2, 1851, by Charles Minot, general superintendent of the New York and Erie Railroad (now in the Erie-Lackawanna system). It said: "To agent and operator at Goshen (N.Y.). Hold the train for further orders. Conductor and engineer, day express, run to Goshen regardless of opposing trains." This order is now inscribed on a monument in Goshen.

4 (a) *How many roads have built diesels?* (b) *How many different types of diesel locos are there in U.S.?*

(a) At least one. PRR built No. 3907, an oil-electric loco, class A-6b, at Altoona in 1930 and converted it to diesel-electric in 1947.

(b) Sy Reich says he has counted about 325 distinctly different models among the major builders of heavy road power (GM-EMD, Alco, Baldwin, Lima, and Fairbanks-Morse).

5 *Do you have any info. on the car-ferry* Pelican, *a side-wheeler that Illinois Central operated on the Mississippi?*

Yes. Built in 1902 at Dubuque, Iowa. Length 303 feet; beam 53 feet; depth of hull (not draft) 7 feet, 3 inches; weight 1079 gross tons; indicated hp 1346. Listed in 1962 as "out of documentation," which usually means no longer in service, due to inability to pass inspection. The *Pelican* was owned and operated in turn by several railroads; the IC used her 1955-'61. Crew varied from 20 men in 1905 to 8 in 1945. These details came from Jim Wilson, president of Steamship Historical Society of America.

6 *When was the Brotherhood of Locomotive Engineers organized?*

Originally called the Brotherhood of the Footboard, it was founded May 5, 1863, in Detroit, Michigan.

7 *I am seeking a poem, "The Midnight Mail," by Edmund E. Pugsley.*

Here it is. Pugsley is a retired conductor of the now-defunct British Columbia Electric Railway and author of some good railroad fiction stories.

A headlight flashes through the night,
A shower of sparks shoot high;
A swish, a roar, a streak of light,
And then the train is by.
While faint and fainter comes the wail
Of whistle from the Midnight Mail.

Night after night, year after year,
In starlight, snow, or rain
I lie awake until I hear

New buffet car on Northern Pacific train between Seattle and Portland. First customer (in front) is western pass. traffic manager M. L. Thomson.

The passing of this train
And never have I known to fail
The whistle of the Midnight Mail.

I've journeyed far through foreign land
On trains renowned for charm,
But none to me seemed quite so grand
As this one through our farm;
For every night I missed the tale
Of whistle from our Midnight Mail.

And so, content to live am I
Beside the right-of-way,
With one fond wish—that when I die
I want my bones to lay
Right here beside the friendly hail
Of whistle from the Midnight Mail.

8 *Recently I saw freight diesels of both the Cotton Belt and the Missouri Pacific working on Pennsy lines as far east as Harrisburg, Pa. How come?*

PRR has a new diesel-pooling arrangement with those two roads. Its own freight diesels can be seen crossing the Mississippi to run as far west as Pine Bluff, Ark., and Kansas City, Mo. This deal makes possible time savings up to 24 hours on traffic moving through St. Louis, where the three roads meet.

The PRR and the Cotton Belt have launched two daily trains, one from Pine Bluff to Harrisburg and one from Pittsburgh to Pine Bluff. Each train operates through St. Louis intact, halting only to change crews in moving from one railroad to the other. Pennsy and MP also have two through trains, one eastbound and one westbound, between Kansas City and Pittsburgh. This arrangement permits operation of high-speed trains as far as 1300 miles without switching cars or changing locomotives.

9 *A book review in your March issue* (Snowplow, *by G. M. Best) mentioned "changes made in diesel locomotives to fit them for winter operation." Please explain.*

Winterization, if successful, lets diesels run in sub-zero temperature. It prevents moisture grounds. The Great Northern, Soo Line, and Northern Pacific probably have the country's most severe winterization problems. Modifications and extras have been designed by the Electro-Motive Division of General Motors to permit locos to operate under such conditions. It is necessary to prevent snow from entering the engine-room and to maintain temperature there which won't interfere with operation.

For example, an F7 operating in eight throttle positions has an engine-room air intake requirement of about 16,000 cfm. The elimination of snow from this air flow to the engine-room helps to prevent electrical failures due to moisture grounds, besides assuring safer working conditions for the crew. Maintaining a moderate engine-room temperature minimizes freezing problems and tends to offset sluggish action of electrical control equipment. Fuel oil congealing on locos operating in very cold weather also causes difficulties. Either a low-pour-point fuel must be used or some provision made to maintain the fuel temperature at about 10 degrees above the pour point.

10 *What are railroad candle lamps?*

They were tall, cylindrical, trainmen's lamps that burned candles instead of oil and were popular around the 1850's, some being made by the railroaders themselves, according to Paul Pietrak, author of the book *Buffalo & Susquehanna,* reviewed in our April issue.

11 (a) *As a kid living in Fall River, Mass., I remember open-coach electric trains running to Providence, R.I., about 1913-'17. Tell me more about them.* (b) *List all places in U.S. which have rapid transit lines today.*

(a) According to Steve Maguire's records, the New Haven Railroad owned the Providence, Warren & Bristol Railroad which operated those trains. The lines ran from Providence to Warren and from there to Bristol and Fall River, over 48 miles of track. Overhead wire supplied 650-volts DC power. Half of the 60 or so passenger cars were motor cars with trolley poles on roofs. The PW&B operated from around 1900 to the early 1930's. Maybe some reader can supply a photo.

(b) In the following list, the rapid-transit-type lines that use other than standard r.t.-type cars are marked (*):

Boston, Mass.: Massachusetts Bay Transportation Authority.
New York City: NYC Transit Authority; Port Authority Trans-Hudson; Staten Island Rapid Transit.
Newark, N.J.: Public Service Coordinated Transit (*).
Philadelphia, Pa.: Phila. Trans. Co.; Phila. Suburban Transportation Co. (*).
Cleveland, Ohio: Cleveland Transit System; Shaker Heights Rapid Transit (*).
Chicago, Ill.: Chicago Transit Authority; Chicago South Shore & South Bend Railroad; (*); Illinois Central Railroad.
Pittsburgh, Pa.: Port Authority of Allegheny County. (*).
Fort Worth, Texas: Leonard's Department Store, 2-mile route (*).

Running Extra

We get odd requests at times, but so do all magazines. A high school senior wrote to *Railway Age:* "I am interested in the Delaware & Hudson Railroad. Please send it to me by return mail." When an editor is up to his eyebrows with deadline stuff, it is a bit annoying to get a request for an answer "by return mail." A bottler of pre-mixed cocktails asked *Railway Age,* "How many martinis will be consumed on the railroads in the next five years?" That question was not answered. Too many martinis will be drunk for the passengers' health or for safe driving home.

History of the Fonda, Johnstown & Gloversville is desired by Walter Stern, 500 Riverdale Ave., Yonkers, N.Y.

"I want to hear from anyone who knew my uncle, the late Homer Casteel, Rock Island engineer for about 40 years, who pulled the *Golden State Limited* on the Missouri-Kansas Division," writes Paul H. Casteel, Jr., 6625 Cherry Dr., Knoxville, Tenn. 37919.

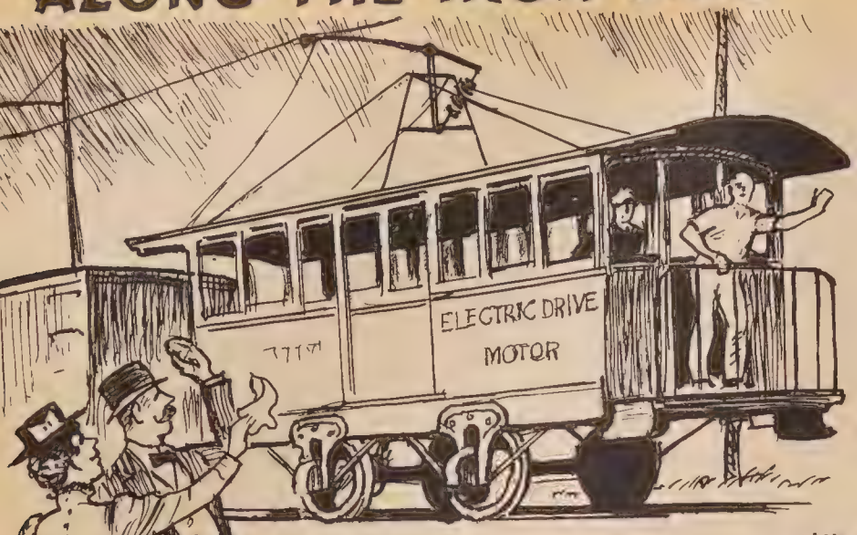
Details on how the earliest automatic air brake functioned are wanted by A. D. Slater, 22 Viola St., Euclid Beach Park, Cleveland, Ohio 44110.

There's an old story told about an Irish section hand on the Missouri Pacific who was asked by a labor organizer to join the American Railway Union, which Eugene V. Debs sponsored in 1893. "Does this fellow Debs have a pay car?" asked the son of Erin. "No," replied the organizer. "Then I'll stay with the Missury Pacific," said the gandy dancer.

John Drayton, a British Railways engineer, raised the question (Feb. issue) as to whether or not any American railroad had ever sponsored a band. This answer comes from Tom Rockhill, 509 14th St., S.W., Roanoke, Va. 24016: "From 1924 to 1947 the Norfolk & Western had a band composed of employes of Roanoke east end shops. Its personnel, but in other uniforms, was also the 116th Infantry band of the Virginia National Guard and the Shrine

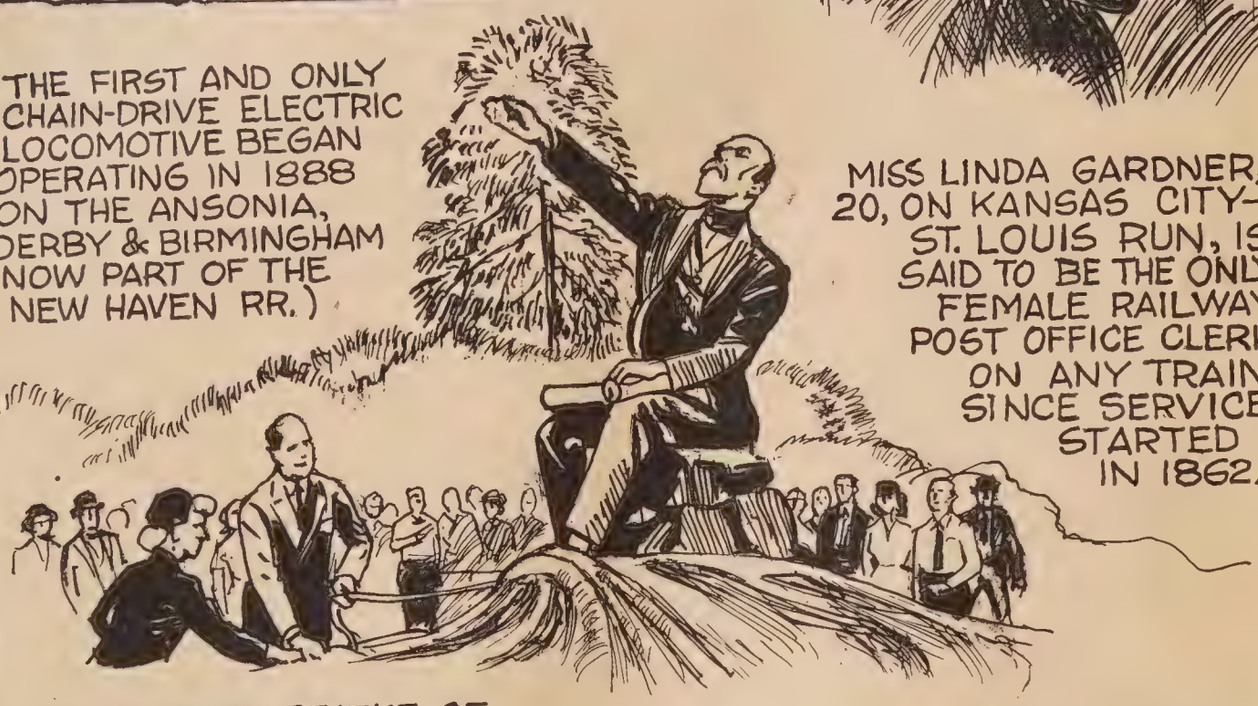
ALONG THE IRON PIKE

by Joe Easley

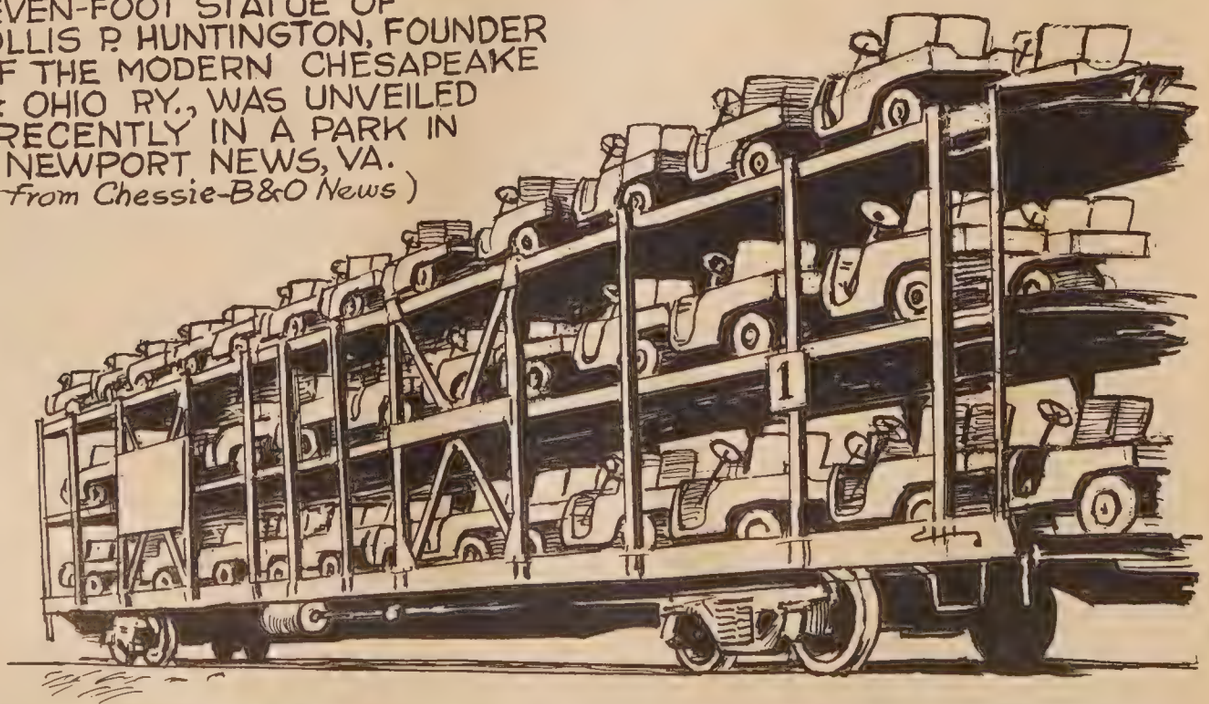


THE FIRST AND ONLY CHAIN-DRIVE ELECTRIC LOCOMOTIVE BEGAN OPERATING IN 1888 ON THE ANSONIA, DERBY & BIRMINGHAM (NOW PART OF THE NEW HAVEN RR.)

MISS LINDA GARDNER, 20, ON KANSAS CITY-ST. LOUIS RUN, IS SAID TO BE THE ONLY FEMALE RAILWAY POST OFFICE CLERK ON ANY TRAIN SINCE SERVICE STARTED IN 1862.



SEVEN-FOOT STATUE OF COLLIS P. HUNTINGTON, FOUNDER OF THE MODERN CHESAPEAKE & OHIO RY., WAS UNVEILED RECENTLY IN A PARK IN NEWPORT NEWS, VA. (*From Chessie-B&O News*)



BRITISH RAILWAYS BREAKS COLOR BAR BY HIRING A WEST INDIAN, ASQUITH XAVIER, AS GUARD (TRAIN CONDUCTOR)

72 GOLF CARTS WERE SHIPPED IN ONE FREIGHT CAR FROM ALEXANDRIA, VA., TO BOCA RATON, FLA., VIA SOUTHERN AND FEC RAILWAYS. (*from Ties, Southern Ry. magazine*)

Temple band. They used a special spoked-wheel carriage to transport their emormous drum, on one side of which was painted a picture of a steam locomotive, 2-8-8-2, class Y-3."

Tom adds that N&W No. 601 (pictured in Feb. issue) always had a streamlined shroud but Nos. 605 and 609 were built without shrouds and did not get them until after World War II.

Info. on Wichita Falls Southern history and the fate of its two steam engines is wanted by Bill Daty, 4304 Rhea Rd., Wichita Falls, Texas.

In our Feb. department we couldn't recall any major railroad extension now being built in North America. "Have you overlooked the Alberta Resources Ry., 11 miles of new construction, due for completion this year?" writes W. W. Robertson, 151 E. Brock St., Fort William, Ont., Canada. "Although it is not an extension of a present railway, it will tie in with the Canadian National main line at Hinton, Alta., and possibly later with the recently-built Great Slave Lake up north." And Jim Marcus of Euclid, Ohio, writing on a "Locomotive Performance Notation Sheet," asks, "What about the 78-mile Colton-Palmdale cutoff that the Southern Pacific is now building?" Alan Stanick of Ontario, Calif., reminds us that this cutoff, reaching an elevation of 3,850 feet in Cajon Pass, will eliminate the present SP route through Los Angeles.

Brief history of the Florida & Alabama Railroad is desired by W. P. Fleming, 6011 Forest Glen Dr., Pensacola, Fla.

"I am a retired railroad man, age 87," writes E. Hungerford, 819 Rutledge St., Springfield, Ill. "Have done just about everything on the railroad from handling an interlocking plant to running a locomotive. Why don't you enlarge *Information Booth* to make room for stories from us oldtimers?"

(*Answer:* We could enlarge any department; but to do so, we'd have to take space from something else.)

In the early 1930's, recalls John F. Muller, 51 King Ave., Yonkers, N.Y. 10704, campers used to sing a song, only part of which he remembers. He'd like to get the whole song, which includes these words:

Way down south where the trains run slow
A bedbug stepped on an elephant's toe
The elephant cried with tears in his eyes,
"Why don't you pick on a guy your size.
Oh, the Dummy Line, Oh the Dummy Line!
Rain or shine, I'll pay my fine,
Ride, ride, riding on the Dummy Line.

Correction: Mary Cassatt, artist, was the sister (not mother) of Pennsy president A. J. Cassatt. Our mistake appeared in last month's department.

Great Northern Name-Trains

Our item on the Great Northern's *Oriental Limited* (Feb. issue) prompted this additional info. from Frank Perrin, GN public relations man: The first *Oriental Limited* was inaugurated in Dec. 1905, between St. Paul and Seattle. Its run was extended to Chicago on May 23, 1909, over the Burlington. (GN and Northern Pacific had jointly acquired control of the CB&Q in 1901.) In 1924 this train was fully re-equipped and renamed the *New Oriental Limited* on June 1st, with Tacoma as its western terminal.

Five years later the first *Empire Builder* appeared, with inaugural runs June 10th out of Chicago and June 11th out of Seattle. The *Oriental,* meanwhile, continued to run as a second GN transcontinental but with St. Paul as its eastern terminal, beginning Nov. 9, 1930. The following January, Seattle was re-established as western terminal, and on March 29th the *Oriental Limited* vanished from the scene.

In 1947 the name *Oriental Limited* was revived when the first streamlined *Empire Builder* went into service Feb. 23rd. At that time the heavyweight fleet which had carried the *Empire Builder* banner was rechristened the *Oriental Limited.* Then on June 3, 1951, GN placed a second completely new fleet of streamliners in service, calling it the *Empire Builder.* The still-new 1947 equipment was renamed the *Western Star,* and again the historic name *Oriental Limited* bit the dust. Although Seattle is considered GN's western terminal, the *Oriental Limited, Empire Builder,* and *Western Star* have all served Portland, Ore., with some equipment being handled from Spokane over the Spokane, Portland & Seattle.

Factor of Adhesion

The following comments on item 1 in our Feb. department comes from Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124: "In a Steam locomotive, any rise in steam pressure represents an increase in potential horsepower, which in turn would make the Pennsy K4's able to pull any given train weight at a faster speed. Or, it would enable the K4's to pull a greater weight at the same speed.

"However, there are other considerations. While an increase in pressure from 205 pounds to 225 would increase tractive effort from 44,460 pounds to nearly 50,000, these are purely 'paper computations' which theoretically give the impression of more starting power and ability to start heavier loads. But such a change could also be a hollow success without adding weight to the drivers because it would automatically decrease the factor of adhesion from 4.71 to 4.01 and make the K4's more slippery in starting.

"In other words, a 4.71 factor of adhesion at 205 pounds pressure may well be equal to a 4.01 factor of adhesion at 225 pounds. The factor is found by dividing tractive effort into weight on drivers and the result should be at least 4 or more for good adhesion qualities.

"B&O's *President* Pacific's class P7, were built with specifications almost identical to the K4's, but with 230 pounds pressure and 50,000 pounds TE. Their 211,000 pounds weight on drivers afforded a factor of adhesion of 4.20, and they were regarded as pretty slippery in starting heavy trains. Another consideration is boiler construction and the boiler shell's tensile strength. In many cases, an arbitrary increase in pressure might not be feasible if the boiler were designed to certain strict maximum standards.

"I'm sure the Pennsy motive power department was perfectly satisfied to leave the K4's steam pressure alone after their experience with the two K5 super-Pacifics built in 1929. Their pressure was 250 pounds, with a tractive effort of 54,675 pounds, using the largest cylinders ever applied to a Pacific type, 27x30". But the factor of adhesion skidded to 3.80, which is nearly one full point below that of the K4s.

"It all comes around to finding a compatible middle ground of contributing factors, since the change of one factor will have varying effects upon all others. If the normal laws of weight and power are overstepped, the success of a locomotive will be impaired and this has been proven countless times."

Railroad Chapel Cars

"I saw Stan Borden's query about railroad chapel cars (Feb. issue)," writes Lester C. Harlow, temporarily living at 5015 Cape May Ave., San Diego, Calif. 92107. "For more than 7 years I have been assembling info. and writing religious articles about these cars and their ministry for Baptist publications. A couple of articles by other writers, obviously based on mine, have come to my attention. So far I have not been able to get enough general material, including pix, to write the kind of chapel-car article that Freeman Hubbard would like to print in *Railroad Magazine,* but I still hope to do so.

"The first piece I wrote on this subject told about the car incorporated into my mother's church, the First Baptist Church at Rawlins, Wyoming. My mother is one of the four remaining members who once worshipped in the old railroad chapel car *Evangel,* which went to Rawlins in 1928.

"There were seven chapel cars. In attempting to trace each one, I have obtained a lot of facts about them. Four cars vanished without leaving a trace. They must have been broken up, but where or when I still don't know. I have traced each car during parts of its ministry, mostly in the Midwest during 1900-'26. Three I can account for. One is in Rawlins, as I said; another is on display at Green Lake, Wis., and the third was dismantled in 1929.

All 7 cars were built especially for religious use and were not converted from passenger cars. They served from 1891 to 1946, being sent to unchurched communities until a local church could be organized; then they'd move elsewhere. With the 'civilization' of the West, along with better roads, the cars had outlived their effectiveness. The last sermon preached in one of them was in Utah in Feb. '46. I want to hear from anyone who can shed additional light on this subject."

Old Iron Railroad Bridges

A question in our Feb. issue was "What is the oldest iron railroad bridge in the U.S." We thought the one at Savage, Md., built in 1896, was the oldest, but it isn't. The builder's plate on the Leon River bridge about 3 miles east of Belton, Texas, on the Belton Railroad, is inscribed "Union Bridge Co., Athens, Pa., 1890." Says J. R. Patterson, Jr., P.O. Box 238, Smithville, Texas 78957: "The track that the Belton Railroad now has was formerly the Katy's Belton branch, on which I worked as a fireman and later as an engineer before M-K-T sold it to the Belton Railroad."

We learn from Jesse L. Mix, 148 Center St., Waverly, N.Y. 14892, of an overhead truss, single-span, iron bridge on the Lehigh Valley's 23-mile branch running from Towanda to Dushore, Pa. It was built by Union Bridge Co., in 1884 but has not been used for many years. The LV has applied to the ICC for permission to abandon this branch.

A much older structure is described by Robert E. Phillips, 1925 Oregon Pike, Lancaster, Pa. 17601, who writes: "Moncure Robinson planned—and his successor, Richard B. Osborne, built—the nation's first iron railroad bridge. It was a 32-foot span copied from the Howe timber truss, with chords of rolled iron, fabricated 1845 in a Philadelphia & Reading blacksmith shop in Pottstown, Pa., and stretched across a small stream and a road about a half-mile east of Flatrock tunnel on the Schuylkill River's west bank, opposite Manayunk.

"Although John Tucker, then P&R president, was dubious as to whether or not the iron would support an engine's weight on the initial trial, May 4, 1845, it came through the test so successfully that the P&R built 3 more iron bridges and placed them in service that summer."

The first bridge lasted only until 1901, according to Bert Pennypacker. P&R's early timbered bridges became the prey of fire from showers of engine sparks. Thus, iron bridges came into being from necessity.

The Ice Railway

"Last October," writes Ottly W. Brooks, Box 187, Emporium, Pa. 15834, "you told about trains crossing rivers on track built on ice. A 12-page booklet entitled *The Ice Railway,* by Robert R. Brown, was issued by the Canadian Railroad Historical Assn., Box 22, Station B, Montreal 2, Que., Canada. *The Ice Railway* is described on its cover as 'An illustrated account of one of the most daring innovations in the history of Canadian railways—the winter crossing of the frozen St. Lawrence River between Montreal and Longueuil, in the seasons between 1880 and 1883.' " Here are excerpts from the booklet:

Small holes were bored in the ice to ascertain its thickness, which was found to vary from 24 to 48 inches and solid enough to bear the weight of a train. To distribute the weight over a wide area of ice, large 12x12" timbers varying from 12 to 24 feet in length were laid crosswise, and timbers of similar dimensions were laid lengthwise on top of them in two parallel rows, spaced about 5 feet from center to center. Then ordinary ties were laid and spiked down, and light rails completed the structure. . .

The official opening took place Jan. 31, 1880, when a special train consisting of the small locomotive *W. H. Pangman* and two flatcars fitted with railings and seats set out with a load of government, civic, and railway officials and guests; while other, less venturesome, guests crossed the river in sleighs. . . . A large stuffed beaver adorned the pilot of the engine, and the train was gaily decorated with evergreens and flags.

The locomotive weighed about 25 tons, the two platform cars about 8 tons each, and the 250 passengers probably brought the total weight of the train to about 60 tons. There was a great deal of excitement as the train moved out on the ice, especially when its weight caused water to spurt up through the cracks and holes in the ice. Parked near the track, about the middle of the river, was a small boxlike sleigh bearing the inscription 'Notman and Sandham, Photographers,' and a large camera was set up nearby. The train stopped to be photographed. . .

The crossing was successfully accomplished, at an average speed of 10 miles per hour; and on arrival at the south shore the guests were treated to a banquet in the Lingueuil station of the South Eastern Railway.

The line's original service lasted two months. After mid-March, however, horses replaced the engine. As March ended, the track was taken up, but it was relaid for similar operations in the next three winters, using a total of 3 diamond-stacked 4-4-0 woodburners. During the final season, this method of crossing the frozen river was used by the Canadian Pacific to ship construction material to the rapidly-advancing railhead of its transcontinental line.

Building Steam Shortline

Five miles south of Lindstrom, Minn., behind a farmhouse on Road 25, about 200 feet of weathered railway track stretch along a woods and end abruptly at a clump of bushes, writes Jackie Germann in *St. Paul Pioneer Press.* At one end of track stands a steam quarry locomotive, No. 1579, and at the other end an orange-brown caboose silhouetted against big oak trees. Here and there black and white railway crossing signs warn the silent locomotive, and in a clearing a tiny station waits for non-existent passengers.

But while the track, locomotive, and caboose seem oddly out of place now in the farmyard, a bright future is being planned for the tiny railway. Four men who think of trains as more than hunks of steel want to build a railway museum where space-oriented youngsters could come and experience the thrill of the puffing locomotive. At the same time, it would be a refuge where retired railway men could relive memories.

Two of the men are Richard Thompson and Doug Alexander, firemen on the Milwaukee Road. Both bachelors, they bought the 76-acre farm a year ago and started building the railway. Together with Richard's twin, Robert, and Herman Schmaltz, both ex-railroaders, they bought the engine and caboose.

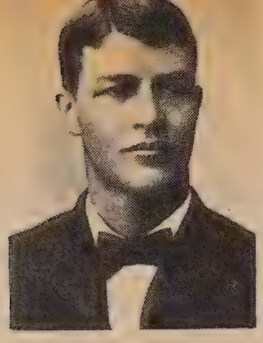
"We picked up both at scrap prices," says Richard, "the engine for $1,250 and the caboose for $300. Both were hauled here by truck."

Part of the track has been donated, part purchased. The men bought a dump truck to bring in gravel on which to lay the tracks and to haul the ties and they hired a bulldozer to clear and level the area. But they all admit that building a railway, even a small one, is a costly and time-consuming hobby.

"We want to buy some flatcars and maybe a coach, but it will take us a while," Herman says. "And when you can work on the track only on your days off, it goes slowly."

Besides laying track, the group is painting and rehabilitating the caboose. Eventually they hope to have the pot-bellied stove and icebox in tip-top shape and the six bunks along the walls reupholstered.

"We plan to lay a mile of track around the farm," Richard says. "The woods would make a perfect setting for rides. By spring we hope to have the engine running."



THE LAST SURVIVOR

The author (see page 6) as he looked at the time of the "crash at Crush" in 1896, when he fired one of the Katy 4-4-0's.

by N. Frank Barnes

LAST summer I planned to visit an old friend, L. G. Parsons, retired Missouri-Kansas-Texas conductor, on his 105th birthday. He and I had been crew members on the trains which came together head-on in the "crash at Crush" away back in 1896. But my friend died ten days short of his birthday, leaving me the sole survivor. I am 95 years old.

The event at Crush, well advertised in advance, was the deliberate collision of two speeding trains. The Katy passenger department engineered it to sell excursion tickets. But of the 40,000 thrill-hungry spectators who showed up that day, I suppose very few are left. The only one I am acquainted with is Eli Lowery, who was a teen-ager in 1896 but is now a pensioned M-K-T conductor living in San Antonio, Texas, at 1050 Oak Manor Drive.

That was almost 71 years ago. I was firing freight and passengers on the Katy out of Smithville, Texas. For months we had been hearing about the plans to wreck two 4-4-0 coalburners in a "prairie meet" as a public spectacle. We discussed the subject in crew rooms and at lunch counters, wondering who'd be assigned to those two short runs and how much danger was involved. We knew that in the Katy's shops at Denison, 308 miles to the north, both trains were being made ready for the big show.

On September 8th the callboy told me to see the master mechanic, and when I got to the office Mr. Spangler told me that Engineer Charlie Stanton picked me to fire for him on one of the show trains. Mr. McIlvaney, the master mechanic of Texas, had selected the engineers and they chose their firemen.

At Denison I saw something I'd never seen before: two obsolete 35-ton eight-wheelers brightly painted, one red with green stripes and the other an equally vivid Irish with red stripes! Both were bold and gaudy. Their brass had been polished until it glittered in the hot Texas sun and their stacks wore gleaming enamel. Each pulled a train of six stock cars, freshly painted and plastered over with posters advertising the Dallas State Fair and the Ringling Brothers Circus.

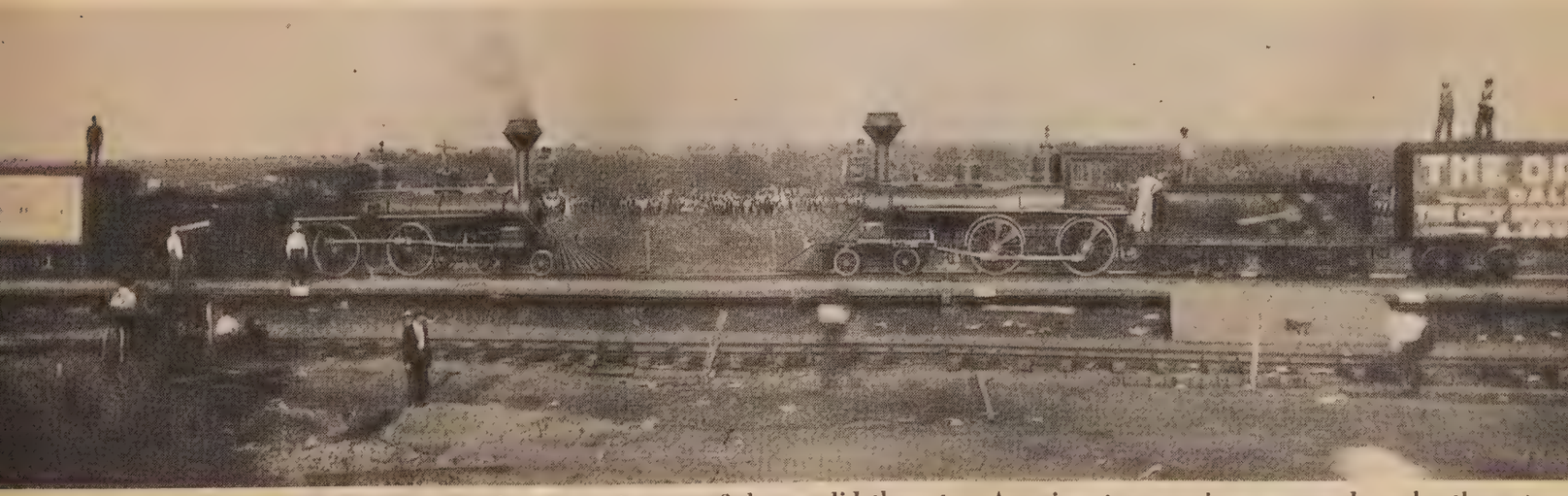
My engine was numbered 999, after the New York Central locomotive that held the world's speed record. We took our flashy trains on a tour of North Texas for the residents to gawk at. One was routed through Dallas to Hillsboro, where it stayed nights while we were making final preparations for the cornfield meet. Our train chugged over the rails via Fort Worth to Waco, our home base.

The site of the planned wreck, on the open prairie between Hillsboro and Waco, was named Crush in honor of the M-K-T's general passenger agent, William G. Crush, who had originated the idea. Mr. Crush had suggested a head-on collision between trains starting two miles apart and hitting a mile a minute at the time of impact. He figured that a multitude of people would buy tickets to witness such a pile-up, and as it turned out he was right.

For three days we practiced. Each morning we backed the trains to Crush, where a sidetrack had been laid and telegraph instruments were set up, one at the proposed point of collision and two others a mile away to the north and south. Then we began timing the runs. There was no turntable. We reversed our trains in the morning so that we could run engine-first when returning to home base in the late afternoon, just in case we'd come back after dark and need the headlights.

With one train on the siding, we'd spot the other one at the starting place. When we were given a go-ahead signal we'd make a trial run and check the time. After three such trials, the other train underwent similar tests. These performances took a lot of time, as each engine was equipped with a steam ram but the cars had only hand-brakes. As each of the three days ended we headed back to Hillsboro and Waco respectively, to tie up for the night.

It was necessary for us to control the timing of our runs by using a clamp, against which to open the throttle, and



Just like pugilists shaking hands in the ring prior to a fight, so did these two American-type engines approach each other at Crush, Texas, on September 15, 1896, and after that they backed up to two miles apart for a speed head-on collision.

The moment of impact, causing a boiler explosion, was the most exciting part of the event that drew 40,000 onlookers.

letting the wheels spin a certain number of "puffs" before we set the reverse lever next to high. Charlie put the 999's reverse in low, pulled the throttle, counted 16 puffs, and then notched the reverse next to high. This gave us a two-minute run for the measured mile. On September 14th, the day before the collision, each train made several practice runs and the timing was perfect. This indicated that the trains would crash at the place where we wanted them to meet.

Good planning took note of a dozen possibilities. For example, the track was cut back of each train before the final run as a precaution in case one train might jump the track and the other might have to run wild for miles down the main line.

Early on September 15th, everything was ready. We backed to Crush and put the garish trains on the sidetrack for display. Either Charlie or I stayed in the cab or on the track beside our 4-4-0 to answer such questions as, "Will you ride the engine during the run?" and to discourage souvenir hunters, for rail-fans existed even in those days. We needed a locomotive that would run.

The jewelry firm that held the contract for inspecting Katy watches and clocks made a try for a publicity stunt. They put a watch deep in the sandbox of the 999, hoping to be able to advertise later on that it kept running even during the train wreck; but things didn't work out that way. After the crash, they found very little of the sandbox and none of the watch.

The boiler explosion surprised everyone. Official photographer Deane, who made the pictures shown here, lost an eye when a flying bit of the wreckage hit him.

Dozens of special trains had brought about 40,000 eager and curious men, women, and children to Crush for the one-day show. In some respects the place was like a country fair. A tented city had sprung up, with a main restaurant under a huge circus tent, other eating facilities, little stores of various kinds, privies, and a first aid station. The temporary community had its own police and telegraph services. Vendors pushed through the crowds, hawking their wares. Fakers operated games of chance. Land sharks tried to sell deeds to homesites while solemn-faced fanatics passed out religious tracts.

In due time, we moved both trains onto the main line and brought them face to face near the spot picked for the collision. Then we backed each one a mile and waited in suspense for our signal, which we expected to come at five o'clock. The suspense became more acute as five o'clock passed without a "go ahead."

It was twilight when we finally saw our operator give the highball with uplifted hand. (Later, we learned that people pushed through the "safety" lines and right up to the tracks had caused the delay. But they had been herded back for some distance and the show was ready to begin).

"Two minutes!" it was announced.

I swung down on the steps on my side of the engine to be out of Charlie Stanton's way. Tensely I watched him pull out the throttle and notch up the reverse after counting the 16 puffs. Then we both got off, hitting the cinders. As soon as the train passed we stood up on the track to look toward the collision. We had foreseen many possibilities and taken precautions against certain mishaps, but when we heard the thunderous boom and saw pieces of iron rise above the clouds of smoke and steam we knew that the unexpected had happened: one of the boilers had exploded!

Wreck scene immediately after the smoke and the rain of debris ended. Ringling Bros. Circus posters covered the sides of the first two cars. Car at far right advertised series of horse races at State Fair to which the Katy would run excursion trains.

The trains had been making 88 feet a second when they hit, and the photographs show how the wreckage piled up. The exploding boiler invalidated our safety precautions. Iron raining down on the crowd caused many injuries and even death. However, the blast had blown out the firebox, which kept the wreckage from burning. Among the casualties was Mr. Deane, the official photographer, who was hurled off his platform with a four-inch bolt embedded just below his eye. He survived, though, and was known thereafter as "One-eyed Deane." One spectator was killed.

Our crew rode to the spot on a wrecker. It was a slow mile's ride, because people were swarming over the track and around the shattered locomotives. Arriving at the scene, we were met by Al Loutz, the traveling engineer, who said: "It's getting dark and those guys need a hand with the lights in the restaurant tent."

The big eating-place was lit by old oilburning headlights from scrapped engines, and not everybody knew how to work them. So I did what I could to help. The men who ran the restaurant showed their gratitude by giving me some food.

Shortly after 1900 the depot at Smithville was burned, and with it all official records of the South End.

Meanwhile, the excursion trains were being backed in from both north and south. Two would come in, folks were told to get aboard the train headed their way, and when those trains had gone others came from the nearest sidings. The return trips had been well arranged. Nobody collected fares when the passengers climbed aboard but trainmen took the tickets as they got off. At Hillsboro the track divided, one line going through Fort Worth and the other through Dallas. Two northbound trains would be held on opposite sides of a long station platform and the passengers were told to sort themselves out according to where they were going.

Charlie Stanton and I deadheaded to Smithville on one of the southbound trains, leaving the task of cleaning up to Katy section workers and wrecking crews. We were convinced that you could get a lot more attention by running two obsolete locomotives together than by quietly hauling them off to the scrap pile.

Both engines were derailed. The weather that September day was hot; many of the men in this big crowd didn't wear coats.

LONESOME WHISTLE

by Blanche Y. Mosier

LOUISE DONOVAN said it. The coquettish blonde waitress in the eating-house on Railroad Avenue made the remark one January night as she sent a plate with a wedge of apple pie coasting adroitly along the polished counter.

"Why, even a grocery clerk could tell that old Mickey McGuire is a railroad man."

"Why?" asked Bill Deegan, a tall, lanky fireman, grinning down at the coffee cup that sent up a steamy aroma. "Do us rails look different from other people?"

"Sure they do," snapped Lou in her brisk loud way, her slightly plump arms akimbo. "Take Mickey now. Look how he walks — as if the feel of steady ground under his feet is strange and he can't get used to it."

"Yep?" Bill encouraged her.

Lou moved a half-filled ketchup bottle to form a neat triangle pattern with the salt and pepper shakers.

"Sure," she went on, "there's that slump of his shoulders and his skinny figure has sort of grown off to one side. Why, anybody could see that the old-timer got that way from leaning out a cab window."

So positive did the girl feel about the whole thing that her tone was slightly derisive.

But Bill remained skeptical.

"Anybody'd grow bent and crooked," he drawled, "if he was pinned down in a cab in a bad smashup like Mickey was once, lying where a nice little jet of steam could spit at him."

"Yeah, that's what I said. Anybody can see he's a railroader."

Bill thought privately that Lou's reasoning didn't make sense, but he kept his trap shut. He was fond of the girl anyway—in fact, wanted to marry her some day. She was a neat little dish, all right, with curves in the right places and a bit of a devil glinting in her china-blue eyes. Had full breasts, too, the kind that men like.

So, instead of pursuing the argument, he leisurely gulped the rest of his Java. Then he sent a few coins spinning over the strip of counter toward her, and, unwinding his long legs from the high stool, he slid off.

"Well, look who's here!" he said.

The door had swung to, slammed noisily, and old Mickey McGuire was standing inside the restaurant. For a minute he blinked his faded steel-gray eyes against the lights that seemed too brilliant after coming in out of the dark winter's night outside. He wiped his spectacles on a huge blue bandanna and moved toward the counter.

An ancient fellow he was, close to seventy-one, with a thatch of snowy hair and a short-clipped white moustache. Like a solitary gnarled tree, he had grown crookedly, as Lou said.

Yet, for all the markings time had left upon him, there was a sturdiness about the old man, a sharpness which seemed to say that he had, as Mickey himself put it, "a hell of a lot of life left in me."

"Hi, there, engineer!" greeted Bill on his way out to fire the 9:10 north.

"Hi yourself, you son of a gun!" retorted Mickey.

"You've got a bad night ahead of you," Lou called over to Bill Deegan.

"Don't I know it!" he shot back. "And I'll shovel coal till my back breaks, and what do I get for it?"

"A good salary," said Lou.

"Thanks," murmured Bill and went out. Hunching his tall form against the cold wind, he passed through the circle of light shining from the front plate-glass window.

HE'S goin' out on the old north run," commented Mickey, attempting to keep the wistful note out of his voice.

"Well, what of it?" Lou spoke brusquely to hide her sympathy. "You know, I think it's getting colder."

"Yep, a storm comin'—I can always tell by my bad shoulder."

Fumbling with the salt and pepper shakers, the retired hogger continued: "It seems only yesterday I had that run Bill Deegan's goin' out on, and his engineer Bob Bradley was firin'. Lou," Mickey paused, swallowing hard, "It's a danged shame they won't let us go on. Why when you've run an engine all your days—like me—and then they shove you out . . . well, there's just no place else you can fit in."

"Fiddlesticks!" Lou scoffed. Arranging her dessert to tempt his inspection, she pointed a pink finger. "Look, here's chocolate cake—your favorite."

The old man nodded without enthusiasm. "Might as well shoot it over," he said, "and Java."

"What else?"

"Oh, nothin' else tonight."

"Come on, you've got to eat more than cake," the girl invited.

"Well, roast beef, maybe, and an order of spuds."

"You betcha—coming right up."

This familiar order gave him, momentarily, the feeling of again belonging to the world he'd lost. How many thousand times he had perched on a stool and ordered just that. His former

fireman, Bob Bradley, now at the throttle of the northbound passenger run, had always liked apple pie with cheese for dessert, a combination Mickey couldn't stand.

In a little while, Lou slid his meal over to him. Then, bustling back to the gleaming urn, she poured steaming coffee into a great cup.

When she came back, Mickey mumbled into his mustache belligerently, "Ain't one of them young sprouts can run an engine better'n I can right now!"

"Why, of course they can't," soothed the waitress. "That's what I've often told Bill Deegan."

"Did you?" asked Mickey, his wrinkled face lighting up.

"You bet! Nobody could take Thirty-two north faster than you did."

"Yep," grinned the oldtimer, childishly pleased. "Used to hit the curves on one wheel, didn't I?"

The door was flung open again, letting in a chilly gust of wind and a sleek, dapper individual in a gray suit and overcoat: Ray Johnson, the traveling engineer. Mickey, turning slowly and catching sight of him, muttered dourly.

THOSE last years they had worked together, he and Mr. Johnson, had bred some minor skirmishes.

Mickey's feud with him had started that time when the traveling engineer, climbing to the cab in his smooth way quite unexpectedly for the trip, had found Mickey with a defective engine and in a bad mood. At that time the shopmen had been out on strike, and all the engines needed overhauling.

There simply hadn't been anyone around to repair them, except a few strikebreakers who had drifted into town one day.

"And," as Mickey had snorted in fury, "those scabs can keep their damned yellow hands off my engine."

As a consequence, the scabs didn't fool around the old engineer much. They squirmed a little whenever he was around. And so when Mickey, thundering over the stretch of flat prairies, had pulled into the yards that day with a leaking flue, a dangling drawbar, and a slipped eccentric, Mr. Johnson had blamed the engineer, ignoring the fact that his ten-wheeler was already in bad shape when she was taken out.

On another trip, Mickey had split a switch and got ten brownies, which was humiliating enough; but what was far more so was his overhearing the traveling engineer tell an official it would be a good thing when old McGuire quits.

"Those old men," Ray Johnson had said, coldly, "get the idea, somehow, that what they don't know about this business isn't worth knowing."

And although the brass collar had only smiled and said, "Mickey is still a good man," it hadn't taken the edge off the sting.

And now the T.E. was in the hashhouse on Railroad Avenue. But not until he had ordered steak and French fried potatoes did Mickey turn and seem aware of his former enemy's presence. Nodding a bit stiffly, Mr. Johnson asked. "How does it feel to be taking life easy, McGuire?"

"You should know," said Mickey.

After that, Mr. Johnson started reading his newspaper and had no more to say. The old retiree knew that he shouldn't hold grudges, but he couldn't help it. The T.E. had hit him in a vulnerable spot, hurting his pride in himself and his work. Some day Mr. Johnson would be old himself, despite his present dapper look.

Louise Donovan, pattering around back of the counter, placed the order before Mr. Johnson sedately, not coasting it over as she had Bill Deegan's pie. In serving the T.E. she had only a studied politeness.

NUMBER 32, just pulling out, passed by the window. Old Mickey lifted his white head swiftly, eagerly, turning sidewise on his stool to peer out. Oh, Lord, there she was! The magic of a moving cab, and Bill Deegan holding on with one gloved hand to the grab-iron while he passed the eating-house.

Mickey also caught the swift-passing figure of Bob Bradley, his old fireman, now at the throttle. Then the engine with her sleek rolling coaches and Pullmans vanished like a bright winging dream, and Mickey slowly finished his meal.

For months now, ever since he had turned in his switch key and book of rules, the oldtimer had hung around the eating-house and the big stucco depot.

Mickey's eyes and ears were attuned to the click of wheels over rail-joints, the sweet cry of a flange against shimmering steel, and the nostalgic whistle of a locomotive coming in or pulling out again. And although he had no business there any more, really, a few times he had shambled into the roundhouse, furtively stroking some great black engine waiting in her stall as if she were a living thing and understood his loneliness.

A smart-alecky young man—one of those who had stayed on to work regularly after helping break the shopmen's strike—had noticed Mickey one day, and not caring, had remarked to another workman, "What the devil is that old guy doing here anyway?"

The other man, also a former strikebreaker, replied, "You might think they'd have rules for keeping loafers out."

THE STORM and happenings of the winter's night drifted into the past. March came, roaring over the level prairies and swirling great gusts of yellow dust through the town, and still Mickey went his solitary way unchanged.

The blonde waitress in the Railroad Avenue beanery tried to cheer him up whenever he dropped in for a bite, but it was no use. Brightening momentarily, he'd soon lapse into his accustomed manner.

And then, just as April swept in with its eternal pledge of hope, touching undulating fields with green and lighting rosewhite fire in every orchard, a transformation took place in Mickey McGuire. The shuffling fellow became a different man.

Louise Donovan, astonished, caught it first that mild spring evening when he showed up very early for supper. Skidding the familiar order over to him, she eyed him with interest.

"Say," she began, resting her dimpled pink elbows on the counter, "what's come over you all of a sudden?"

"Oh, nothin'," grinned Mickey, cutting his roast beef into perfect squares. "I'm just glad to be alive."

"Sure," said Lou, still puzzled.

He gulped the final drop of hot coffee and then sent some coins spinning over the counter. It had been ever so long since he'd done that.

"You're in early this evening," she remarked further.

"Just happened," said Mickey.

Sliding off the stool, he went out. Again Lou caught the difference in his walk. He seemed, oddly enough, to have grown younger.

She saw no more of him that night. A little later, Bill Deegan dropped in for supper; and then about the time Bill pulled out on northbound 32, traveling engineer Ray Johnson came in and ordered steak. Meticulously unfolding his paper, the newcomer read as he waited. The door opening, two yardmen sauntered in and perched up at the other end of the counter.

"Now," one of them was saying confidentially, "every hogger has a different way of blowing a whistle."

"I guess that's right," agreed the

listener, who was new as a yardman.

"You're darned tootin' it's right. Now," went on the older hand, winking at Lou flirtatiously, "you take old Mickey McGuire, who used to be on 32—you could tell his whistle any time. Whew, it was lonesomelike—gave a guy the dumps."

The waitress nodded her yellow head. "Sure, I remember it."

"Cleopatra," cut in the flirtatious man, "just slip me that Number 3 dinner and go light on the beets . . ."

SCARCELY had he finished speaking when something happened. Even the T.E.'s newspaper was heard to rustle softly as Mr. Johnson sat very erect, straining his ears. A lonesome whistle was singing out over the country to northward, and as it fell back over town, it also seemed to be mocking and defiant. The traveling engineer laid his paper down meditatively.

"Well," asked the new man, "now whose would you say that was?"

"I'd say—in fact, I damned well know," replied his companion, "it's old Mickey McGuire's."

Lou shrugged her pretty shoulders. "You're crazy, Mickey's been out of service nearly a year. That's Bob Bradley on 32. I saw him pull out myself. He and Mickey worked together so long, he's just learned how to do it Mickey's way, that's all."

The yardman was skeptical. "If that ain't Mickey I'll eat my Sunday hat!"

The girl glanced at Ray Johnson; but the T.E., clapping a well-manicured hand over his mouth, only yawned a trifle and opened his paper again.

Then through the restaurant it came once more—unmistakably. Lou had the feeling that Mr. Johnson was merely looking at his paper but not reading it.

When she placed his order before him, he ate it quickly. Then, without a look in anybody's direction, he went out. In due time, Number 32 rolled past the eating-house coming back.

One evening a week later, when it was time to pull out north again. Mickey dropped in at the eatery for an early supper.

"Say," he said, grinning, "shoot me some corned beef and cabbage."

There was little of his former hangdog expression about him.

"The other night," Lou spoke up carefully, "when 32 whistled out, one of the yardmen swore it was you on the engine. Your old friend Johnson was in here at the time, and I think he thought so, too."

Mickey lifted his white head, pricking his ears with interest, and grinning.

"Me? Why, hell's fire, girl, they oughta know better. I'm not in service."

"Yeah," agreed Lou, eyeing him quizzically, "that what I said."

LATER, when the northbound train had gone and about the time Louise Donovan began wiping the long narrow counter until it gleamed like a mirror, a strange thing might have been observed in the gloom at a point some distance up the track.

There, where the first dirt road curved across the right-of-way and wound off in the direction of an isolated farmhouse, at a spot near the dark trestle that spanned the muddy creek, a figure appeared. Whoever it was trotted awkwardly, yet buoyantly, toward the giant road locomotive that had unaccountably slowed down to a crawl so that the person on the ground could safely board her.

At precisely the proper instant, nimble as a monkey, the crooked form of Mickey McGuire swung up to the gangway.

"Evenin', boys," he said cheerfully, pulling a cap down jauntily over one eye as he ambled to the engineer's seatbox.

"Guess I oughtn't to have come," he apologized, "but when you invited me to go with you—"

"Horse feathers!" scoffed Bob Bradley, grinning. "You used to let me deadhead in your cab when I was a kid. Remember?"

"Yep," said Mickey, thinking back to the time when he'd slow down at a certain country road. He remembered that from the cornfield adjacent there would emerge the figure of a boy, his face aglow with all the wonder of stealing a rid to school in an engine cab!

"Yep," chuckled the old man, "you were a deadhead, all right!"

"Like to run her a while?" Bob inquired casually, as if Mickey hadn't been longing to hear him say it.

The retiree slipped into Bob's place at the throttle. Opening up, he moved on to northward. In a minute, sliding the big passenger over the trestle, he inquired, "What's the orders?"

"Clear track ahead to Somerville," answered Bob.

Old Mickey dragged the cord for the main crossing beyond the trestle, then dropped into the highspeed notch and roared over the rails. This much was his and he'd enjoy every moment while it lasted.

Sky over the level land was spangled with glittering stars, all part of the unreal adventure. Like a hound, Mickey leaned out farther, sniffing the fine crisp wind. Lord, but it was a familiar feeling to know a wide-open throttle within his grasp again! Sweet smell of freshly turned furrows came to him, and he murmured to himself, "I'd just like Lou Donovan to see me now."

At a station halfway to Somerville the order board gleamed red. Old Mickey began slowing down. Faint lights of a town leaped toward him, came close, and Number 32 was rolling to a stop before the red frame depot. The stop was only long enough to take on one passenger, a little elderly lady. And then green markers winked at them as Mickey steamed out of town.

"Now for Somerville," said Bob.

Mickey dragged the familiar whistle cord until it wailed. "Okay, son," he responded good-naturedly.

BUT THEY didn't get to Somerville without another stop. They had gone only a few miles farther when a nervous signal from behind brought 32 up with a jerk. Mickey guessed instantly what had happened.

"Maybe I'd better jump, boys," he said, but it was too late. He knew there was no need for the three of them in the deck to look back. The traveling engineer would be moving smilingly toward the cab, soft-footed and sleek, like a cat after a mouse.

"Nice little game you've all been playing," Ray Johnson purred as he climbed into the cab. "If it hadn't been for your lonesome whistle, Mickey, you might have got away with it a while longer."

"Oh," groaned the oldtimer.

"Go on!" ordered the T.E. "We've lost enough time as it is."

The train shuddered, gathered speed, and highballed toward Somerville. In the awkward situation, none of them seemed to notice that old Mickey was still at the throttle. His hand was shaking now in its big glove.

"You're behind schedule," stated the traveling engineer. "Make it up!"

Not looking at Mr. Johnson, the hogger dropped into high speed. "Damn this prying enemy, anyway!" he was thinking as they thundered north. Well, if this was to be his last run and the fellows were to be discharged, he'd give them a ride they'd not soon forget.

And then, up the line a way, with the four men strained and silent together in the cab, an awful unaccountable thing happened.

They all saw in the flash of a split second what was coming. Not one of

them, looking out with wild staring eyes, understood why it was there—whether it was a dispatcher's blunder or a wreck or what—they only knew that up there, not far ahead, gleamed the mocking red lights of a caboose!

Just how close the crummy was to his own pilot, Mickey couldn't guess. He was conscious of the traveling engineer's shrill yell; and then a rush, like sudden wind, toward the two gangways.

The other two men had jumped, and old Mickey was left in control.

Without taking his eyes from what lay ahead, he knew that he was alone in 32's cab. Mechanically he jerked the whistle cord in a wild short blast. But he stuck fast to the seatbox; not once did he consider jumping.

When the twinkling caboose lights had first shot their warning over the too-short space, he had shoved the brake valve into emergency, closed the throttle, and opened the sanders in one great desperate effort to stop those grinding wheels before they crashed into the freight.

He felt they must hit, and somehow he wasn't as terrified for himself as he should have been. It was, as it had always been with him since he began railroading, of the passengers behind that he was thinking in the infinitesimal fraction of time in which he had left to think of anything.

The red demon eyes were hurling themselves toward him now, brightly. Would the wheels never stop spinning? In one last tremendous rush, the caboose sprang toward Mickey. And then its crimson warning glimmered and stood still—with 32's pilot exactly four inches from the freight!

IT WASN'T until the end of April that old Mickey finally found courage to drift back to the restaurant on Railroad Avenue in which Louise Donovan held forth.

Although he had averted that wreck, there was still his guilt in causing the boys to get canned. He should have had better sense than to sneak engine rides.

He had slipped off that night into the darkness after he made sure that nobody was hurt, and he had not returned to Railroad Avenue during all this interval. Somehow he couldn't bring himself to face everybody after that.

Then, that soft spring night, like a criminal returning to the scene of crime, Mickey McGuire opened the door of the beanery and stood hesitating, blinking his gray eyes against the sudden glare of the lights.

He sank down onto a stool, not wanting to look at Lou. It seemed to him that the girl who was prettty of face and well-rounded curves would never agree to marry Bill Deegan, now that he was fired.

He heard Lou's familiar brisk voice inquire: "Hello, Mickey, where in hell's bells have you been?"

And he saw her graceful pink fingers move a ketchup bottle to form a triangle with the salt and pepper shakers.

Then the door opened and he heard footsteps cross the floor toward the counter. Old Mickey slumped down farther, his bad shoulder looking more crooked than ever. He knew that Ray Johnson had just come in. The two yardmen sauntered in also and sat down at the far end.

The sound of a passenger train ready to pull out caused Mickey's white head to turn, from force of habit, to glance at it.

His eyes bulged as the engine nosed past the cafe, for there he saw the glowing miracle of a moving cab and the familiar figures of Bob Bradley at the throttle and Bill Deegan hanging onto the grab-iron. So they hadn't been fired after all!

Mickey sat there stunned, unable to grasp the situation. Then Bob Bradley whistled for the crossing, and the old-timer laughed out loud, like a fool.

The two yardmen glanced at him in surprise. The old hand spoke up. "You know," he said, "I've never quite figured out that whistle on 32—several times I could have sworn it was yours."

Mickey moved slowly, not knowing what to say, when a smooth voice cut in on him.

"The whistling isn't important," Ray Johnson was telling the yardman, "but while we're on the subject, Mickey McGuire's the finest engineer this road ever had—that is, when he was in service."

So the feud was ended. Mickey smiled broadly and beckoned to Lou. "Gimme a hamburger and coffee and French fries." ●

A Non-Railroader Fired 42 Steam Locomotives

ALTHOUGH he has never been on a railroad payroll, Fordyce W. Brown, 12 Wenzel Lane, Springfield, Ill. 62702, has ridden in many engine cabs and fired 42 different steam locomotives of the old Chicago & Alton (now Gulf, Mobile & Ohio) on runs varying from one hour to 14 hours of firing at a stretch.

"The public has little knowledge of what goes on in engine cabs," he writes, "or appreciation of the mental strain that crews sometimes undergo. Among the main causes of railroad accidents nowadays is the tendency of many motorists to race a train to a crossing, even as the gates are being lowered. On three occasions, motorists barely made it under the descending gates and stalled their cars on the track in front of engines I was firing, which forced the hogger to stop abruptly.

"Another time, a motorist pulled out of a parking space beside the track and ran his car wheels up to the end of the ties. The engineer made an emergency brake application and swore angrily. One night while I was firing a train backing through the yards, the regular fireman spotted something ahead of us which he could not recognize. He pointed it out to the engineer, who slowed down, and we found a drunk crawling on his hands and knees across the rails! The crew turned him over to a yard policeman.

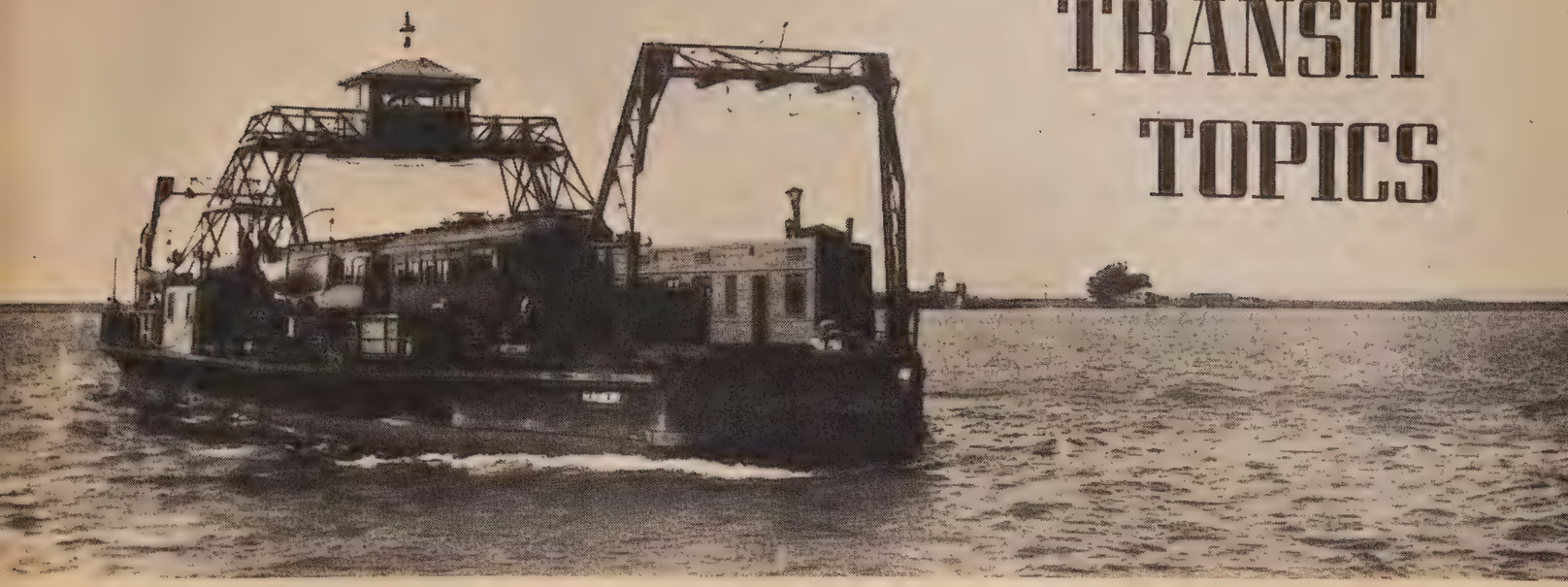
"I also remember a January night in 1939 when I was firing an engine with a few cars en route to an industrial plant about 3 miles south of town. As we approached the crossing adjacent to the passenger station we saw the old crossing watchman flagging with a red lantern. The next instant an automobile filled with teen-agers knocked him flat on his back in front of us. My engineer made a beautiful stop, with his pilot 3 or 4 feet from the prostrate man!

"Early one evening, going home from my job as chief draftsman for an electric company, I came upon a freight train stopped, with people gathered around. I learned that a man had run for a short distance ahead of the engine and then had jumped, face down, across the rails, committing suicide. I felt sorry for the engineer. He kept saying, 'If I'd just had 15 feet more I could have stopped in time.' Although badly upset by the accident, he had to take the train on its way, as no other runner was available.

"Those are but a few samples of what enginemen experience. However, things turned out fine on most of the trips I fired. I have ridden in some diesels also, but they do not interest me. Much of my time since retirement is spent in my basement machine shop. Among other engine models, I made a wooden replica of the 4-4-0 which pulled the train in which Lincoln left Springfield to go to Washington for his first inauguration, and I donated it to a new Lincoln museum here." ●

Steve Maguire's

TRANSIT TOPICS



Long ago, Sacramento Northern Railway ferry *Ramona* took interurban trains across Sacramento River at Pittsburg, Calif.

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

NEW YORK City Transit Authority has awarded a contract for 400 new subway cars to General Steel Industries, St. Louis Car Division, each car to cost over $115,000. Total cost is $46.1 million, half of which the U.S. Government will pay. In contrast to the boxiness of past New York subway cars. these will be more streamlined, raking back ten degrees at the end, with much larger end designation signs. A low-alloy, high-tensile steel will be used in the frames, with stainless steel in slightly curved side panels and aluminum roofs.

Stephen D. Maguire

Says *Better Transit Bulletin*, published by Better Transit, Inc., Box 3106, Long Island City, N.Y.: "Since these cars are expected to last into the 21st Century (35-year anticipation), maximum comfort must be provided . . . Air-conditioning appears to be the quickest and least costly means of changing the image of mass transit." But the new cars, like the old ones, will not be air-conditioned. Instead, they will have what publicity releases call "thermostatically-controlled ventilating systems with adjustable speed, high-capacity fans."

How the operators of a system that runs primarily underground in tunnels that are hot and sticky in summer can continue to buy non-air-conditioned equipment in 1967 is hard to explain. Furthermore, the new cars will have fewer seats than the old ones (44 as against 56).

BECAUSE of three relatively minor accidents, Chicago Transit Authority is considering the possibility of slowing down the successful Skokie Swift rapid transit route between Howard Street station in Evanston and Dempster Street in Skokie, Illinois. Top speed has been 70 mph on this, the world's fastest rapid transit run.

Details of the most recent mishap as given by CTA chairman George L. DeMent suggest a human error rather than an equipment failure. A Skokie train approaching Dempster Street terminus was running at 50 mph when the motorman applied the brakes. He didn't know that the rail was turning from a wet to frosty condition. When the train was about 800 feet from the station he noticed it was not stopping properly and speed still was about 30 mph. So he reversed the motors—an emergency measure not usually recommended—and stopped the train after running into the bumper beyond the station.

Mr. DeMent said: "We don't encourage such braking. In an auto you pump the brakes which is the kind of braking we do encourage."

The Chicago Transit Board has approved three ordinances authorizing CTA to cooperate with the City of Chicago in extending the West-Northwest and Dan Ryan rapid transit routes and designing and building 108 rapid transit cars for these extensions. Chicago's Department of Public Works will perform the construction work for these projects. The city will pay one-third of the cost and the balance will come from the Federal Government under the Urban Mass Transportation Act (1964). The ordinances had to precede an application for matching U.S. funds.

The West-Northwest route will be extended from its present terminal at Logan Square along Milwaukee and Kimball avenues to the median strip of the Kennedy Expressway, and then to a new terminal near the intersection of Foster and Central avenues. The Dan Ryan express route will operate in the median of the Dan Ryan Expressway from 95th to about 18th Street.

SINCE the Milwaukee & Suburban Transport Co., which replaced the Milwaukee Electric system, has gone out

Photograph by Stephen D. Maguire

Flagging CERA special at East Chicago station in 1956: first fantrip over new bypass route of the Chicago South Shore & South Bend Railroad, an interurban.

Springfield, Vt., in 1941: the oval sign behind the Springfield RR. trolley symbolized a competitor that would eventually put the railroad out of business.
Photograph by Stephen D. Maguire

of the electric field, the last remnant of its railway equipment has been disposed of. Crane D-16 and dump car D-15 were donated to the Wisconsin Electric Lines committee of the Mid-Continent Railway Historical Society at Mt. Freedom, Wisconsin. The overhead, hardware and parts, no longer needed after the 1965 conversion of the last trackless trolley lines to diesel buses, have gone to the Illinois Railway Museum and the Mid-Continent group. IRM also received trackless trolley 441.

The last job that the old crane worked on before being retired was loading steel line poles on a pole trailer for removal to the Port of Milwaukee, from which place they were shipped to the Cairo Transport Authority in Egypt, reports Joe Hazinski, 1435 S. 6th St., Milwaukee, Wis. 53204. This leaves only three small electric rail operations in the state. Two are short switching lines of the Wisconsin Electric Power Co. at the Lakeside power plant in St. Francis and at the other power plant in Port Washington. The third is the 5-mile route of the City of East Troy using ex-ME track to an interchange at Mukwonago.

Wisconsin Electric has donated the surplus steeple-cab electric L5 and the flatcar E58 to Mid-Continent Museum.

FRUSTRATIONS of riders who must use the Ardmore, Pa., buses that supplanted trolleys on the Philadelphia Suburban Transportation Co. line are shown in a clipping from the Philadelphia Evening Bulletin sent us by Albert Atz, 4703 Paulson Dr., Wilmington, Delaware. The Bulletin editorialized:

A practically perfect argument for the need of something like SEPTA to run the region's transit operations is revealed in the case history of the Ardmore trolley.

Almost no one wanted buses substituted for trolleys on the runs from 69th Street. The State Highway Department said the buses would add to an already gummy traffic problem. Darby Road, for instance, is carrying 3,000 to 4,000 more cars a day than it should. Passengers are finding that the buses take longer (almost twice as long in some cases) and are less comfortable (the 7 inches less aisle space can make a difference over long years of toe-trampling). Residents along the route will rapidly discover that diesel exhaust gives the air a tang they can do without.

But today the tracks are being torn up and buses snake their way through the clogged streets. Why? The basic reason is that the PSTC said it was losing $40,000 a year on the trolley line and that maintenance and replacement costs were high. The slight bow to public interest in the petition was that the 47 grade crossings which the line traversed were a safety hazard. But the traffic snarl created by the buses may in the long run be even more of a hazard.

Had SEPTA been operating the area's mass transit complex, it would in theory at least, have been possible in the public interest to subsidize the loss from profitable runs elsewhere. It also would have been possible to improve the equipment and service to the point where trolleys to Ardmore would have made money instead of lost it.

The loss is not merely a present one in passenger service and comfort, traffic movement and air purity. Any time the tracks are pried up from a right-of-way an enormous potential for the mass movement of passengers in the future is gone. One can well imagine transit engineers 30 years from now desperately wondering how to get a double rail line from Upper Darby to Ardmore to overcome intolerable congestion. A bell has tolled for everyone in this changeover.

RESULTS from the first month of electrification of the Reading Railroad's Fox Chase line out of Philadelphia have

Photograph from Leon S. Stone

Australia's first steam tram, which operated in Sydney, New South Wales, consisted of a Baldwin 0-4-0 and a double-decker, second-class coach. Sometimes the train also had an elegant, enclosed, first-class coach with Pullman-type roof.

been made public. Riders on the former diesel run jumped from 78,811 in October, 1965, to 89,318 in the same month last year, a rise of 13.3 percent. Revenue for the same period went up from $22.855 to $30,562, up 33.7 percent. During the same period, the Reading commuter lines operated by SEPTA in the Philadelphia area also saw an increase in riders, although not as great as that on the recently-electrified Fox Chase run. The commuter lines averaged an increase of 3.5 percent in ridership and 16.1 percent in revenue for last October over the prior year.

A NEW passenger carrier is now operating on the Canadian side of Niagara Falls. With its two cars built in Switzerland, the Horseshoe Falls Incline Railway links the main Falls observation area with a large car parking lot near the Seagram tower. This funicular can carry 1,600 persons an hour up and down its 165-foot cable route that rises on a 35-degree angle, each run taking less than one minute to bring them the 90 feet difference in elevation from top to bottom. The Ontario Parks Commission at the Falls operates a smaller and much older incline line down to the landing dock of the Maid of the Mist boats. (Photos of both incline railways were included in our April issue, *Information Booth.*)

ANYBODY want to buy an old meter-gage trolley? 150 of them are offered for cash through a British magazine, *Old Motor*, which usually covers sales of commercial motor vehicles, according to Joseph Mulligan, 34 Cozy Corner, Avenel, N.J. 07001. Those 150 are single-truckers that used to run in the streets of Istanbul, Turkey, and date from 1912. Of them, 26 were in operation until 1966. All were products of European companies, AEG, Siemens, and Thompson-Houston. Contact Saffet Gurtau, I. E. T. T., Urum Muduru, Tunel, Istanbul, Turkey, for additional information.

PITTSBURGH'S Port Authority continued to shrink the city's once-vast street rail system by abandoning ten rail lines in East Liberty, Wilkinsburg, and East Pittsburgh on January 27th, laments Jim Cerny, 1022 Province St., Pittsburgh, Pa. Buses took over the following day. The only rail lines left in the city are those that run to the South Hills. Most of them use their own right-of-way for the major part of their runs until they cross the Smithfield Street bridge. Their future, under bus-oriented PAT, remains in doubt.

The latest abandonments were made possible by generous grants of *your* tax money through Federal authorities. A reader of *Traction & Models monthly* comments: "At a time when Federal,

Framed by sylvan beauty, former Montreal lightweight car 2001 crosses trestle on the Branford Trolley Museum line. (P.O. Box 457, Short Beach, Conn. 06405)

New York's old Third Avenue Railway car 678, a sister to No. 679, that Branford is trying to get back from Vienna, Austria, and for which it needs funds.
Photographed in the Bronx, N.Y. City, by Steve Maguire in 1939

Wm. E. Hoffman 2nd, 326 S. East Ave., Baltimore, Md. 21224

District of Columbia sweeper No. 9 is displayed and sometimes operated on the Shade Gap Electric Ry., Orbisonia, Pa., adjacent to East Broad Top steam road.

state, and local authorities are complaining about air pollution, PAT is replacing non-air-polluting trolleys with air-polluting diesel buses, besides getting Federal aid to add to the air pollution. The Mass Transit bill was passed to help get more riders back to transit, but replacing trolleys with buses will only drive riders away, as has happened everywhere else."

"SOME years ago, the Sacramento & San Francisco Ry., known as the Sacramento Short Line, used to beat by 20 minutes the best scheduled time of both the Southern Pacific and Western Pacific," writes Tom Rockhill, Roanoke, Va. "Considering the handicaps of street crossings in Oakland, the 4.6 percent grade of Shepard's Canyon, crossing the Sacramento River, three drawbridges, and running through the traffic on E street in Sacramento, it was quite a trick to beat two major railroads."

Dr. Harold E. Cox, 80 Virginia Terr., Forty Fort, Pa. 18704, proposes the reproduction—by the electrostatic process known as Duopage—of early issues of *Street Railway Journal*, now unobtainable at any price. To bear the cost of this project, 50 subscribers are needed. Interested persons should write to Dr. Cox. Reproduction would be one volume at a time, costing between 5¢ and 8¢ per page. This would be about $8 for volume 1, plus binding cost, and about $25 for volume II. Only 50 copies will be reproduced.

Trolley Museum News

BUSES were substituted for trolleys at the Orange Empire Trolley Museum at Perris, Calif., according to a headline in the museum's monthly *Traction Gazette*. This is far from the best mode of transport for an operating trolley museum, yet a Ford bus went into service when the diesel generating plant broke down and no cars could run. For several weeks visitors rode the bus, which is part of the museum's historic display. Says the *Traction Gazette*:

Thanks to Bob Korach, who financed last year's purchase of a former Montebello Municipal Ford bus with a new engine, we were able to give our visitors a guided tour of the main line and the back end of the museum, too. Some of our motormen and conductors became bus drivers for the duration. We feel sort of proud that we could make this emergency transition when trolleys did not run, and we are perhaps, the only museum in this position.

Within a month, however, the diesel power plant was repaired and many worn parts replaced. Trolley ran again.

REQUESTS for cash donations to buy new cars come from 3 museums. The Halton County Radial Ry., now building a line for future operation near Rockwood, Ont., Canada, seeks funds to buy a Montreal Transportation Commission *Golden Chariot*, observation trolley No. 4. Four of these cars were in operation. The other three are already in museums. two at the Montreal collection at Delson, P.Q., and the third running at Seashore Trolley Museum at Kennebunkport, Maine. Built in 1924, No. 4 ran until 1958, when its loop route around the mountain at Montreal was abandoned. Send donations to Ontario Electric Ry. Historical Assn., Box 121, Scarborough, Ont., Canada.

At the same time, Branford Electric Ry. Assn., P.O. Box 457, Short Beach, Conn. 06405, needs funds to pay for shipping an ex-Third Avenue Ry. System trolley back from Vienna, Austria. That car, along with 42 others of the same type, had been shipped to Vienna in 1949 after abandonment of the Third Avenue system.

The car, No. 679, was built by TARS in 1939 and completely overhauled by the Vienna line in 1965, but all of its type are now being retired. *Wiener Stadtverkehr* has donated it to Branford. Only the transportation costs to America hold up the shipment.

The restoration of former Lehigh Valley Transit heavy wooden interurban car 801 is contemplated by Edward Blossom, traction superintendent of Magee Transportation Museum in Bloomsburg. The car's body, well preserved even after 27 years of storage, will be restored to operating condition, if plans are carried out. A new group known as The Liberty Bell Jewett Society, accepts donations for the project. Contact the Society at P.O. Box 61, Bloomsburg, Pa. 17815. All contributors' names will be inscribed on a plaque to be placed in the car.

New Publications

***Electric Traction Quarterly*, summer 1966 issue, with 34 pages, contains some fine night-time photos of various electric railways. Even more interesting is Homer Benton's story of the local traction lines that operated in Port Townsend, Wash., in the late 19th Century. Unbelieveable as it may seem, Port townsend in 1891 had less than 5000 population but three separate street railway lines. One was a narrow-gage steam-dummy line, the Port Townsend Street Ry.; another was the Port Townsend Electric Street Ry. with three trolleys; and the third, the Port Townsend Belt Ry., had three passenger cars and a freight motor. All began operating between 1889 and 1891, but were caught in the financial panic of 1893; and by 1894 were gone. This *Quarterly* can be had for $4 per year from James D. Johnson, P.O. Box 52, Wheaton, Illinois.**

Colored lithographs of U.S. traction subjects prepared in England cost U.S. readers $1.30 each. First of the series, 12x9" shows Georgetown & Tenallytown (D.C.) single-truck car No. 9. This and subsequent color prints can be had from Vernon E. Prescott-Pickup, Gaisalm, The Wold, Claverly, near Wolverhampton, Staffordshire, England.

F. W. Schneider III, 127 Delp Rd., Lancaster, Pa.

Red and white car 1790 of St. Louis Public Service Co. as seen 18 years ago in St. Louis on Grand Avenue bridge, the superstructure of which was completed in 1889. The bridge has since been razed and replaced, and trolley service is gone.

THE RAIL POLISHER

by E. J. Quinby

I WAS addressing my wife from a phone booth. "Hello, Daisybelle! I'm still in New York. No, darling I won't be able to catch the last train home to Summit on the Lackawanna, because I'll be riding the subway all night. Yes, the subway. We aren't going any place in particular, just riding back and forth all over the system on a special train. You'd better lock up and go to bed. Don't wait up for me, dear!"

How else could you explain to your wife that you intended to ride the subway all night? Twenty-five members of the Electric Railroaders' Association were embarking on the Rail Polisher Special by permission of New York City Transit Authority. This nine-car train starts out about midnight, races over the entire Independent Division of the subway system, and traverses every little-used emergency switch, crossover, sidetrack, and spur. Its purpose is to utilize these facilities periodically to keep them all in working order, flex the switch mechanisms, test signals, and polish all the unused rails that otherwise would tend to get rusty and dirty, causing poor electrical contact and uncertain operation.

The Rail Polisher Special is manned by experts picked for their knowledge of the system and operating ability. They must get this unusual train over the line without interfering with regular service. The crew consists of two motormen and two conductors, one pair located at each end of the train.

Our group of 25 specially privileged passengers, armed with bags of hamburger sandwiches and containers of hot coffee, boarded this weird caravan in Manhattan at 168th Street and Broadway. The train carried illuminated signs at both ends and along the sides of each car, bearing the inscriptions "Special Train" and "No Passengers." Promptly we were off, racing southward. Our whistle warned the cash customers, who were waiting on station platforms along the way, to stand back as we dashed through at full speed.

Arriving at a point where some trackwork attracted our attention, the train ground to a sudden stop and immediately ran in the opposite direction, thanks to the alert motorman at its opposite end. We then threaded our way through a crossover, which put us on the adjacent track.

Again, we reversed direction so quickly that it seemed we had not stopped at all. This returned us to the station we had just backed out of. Arriving at the platform, we again reversed our direction, crossing over into the third parallel track. There, with another prompt reversal, we slid back into the station on the fourth track.

All this had the effect of further mystifying an already perplexed group of waiting passengers who had tried repeatedly to board our Special, only to be invited by our conductors to observe the sign we were carrying, "No Passengers." This sign must have seemed incongruous, since we obviously were carrying some riders. Adding to their mystification, they observed that, in a veritable wealth of vacant seats, we were all standing up—to watch operations.

Thus we toured the system, including the Bronx, Queens, and Manhattan. At one point, about 4 a.m., our conductors said we'd have a layover of three minutes and 30 seconds. Together, we slipped out quickly through the doors onto the station platform. There we raided the slot machines. When the warning whistle blew, we dashed back aboard the Special with fists full of cookies and coke, leaving behind some disappointed cash candidates who could not join us. Instantly we were off again.

Why does the New York subway system have all these idle switches, crossovers, sidings, and spurs? The answer is: in case a train should break down in service, these facilities provide for shunting it out of the way so as to avoid tying up the whole system. Or if the crippled train should be incapacited so badly that it can't be moved, the other trains may be shunted around it. Or if a section of line should be stricken by fire, flood, short-circuit, or other hazard, trains may be switched back at various strategic points.

So, these normally idle facilities need to be exercised periodically to keep them in proper operating condition for emergencies. The Rail Polisher Special performs this vital function. It also permits tower men to test out their controls and check signal and switch performance. But we of the Electric Railroaders' Association went along just for the ride.

Does that explain why we rode the subway all night? I hope it does. Arriving at my home in Summit, N.J. (30 Blackburn Road) at 9 I tried to answer my wife's questions with the above explanation. Then I retired and slept until mid-afternoon. ●

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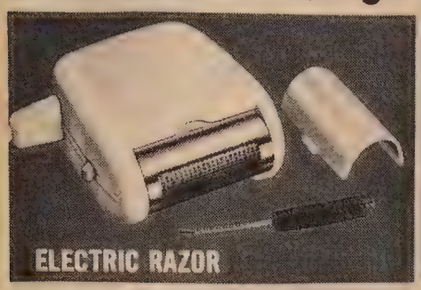

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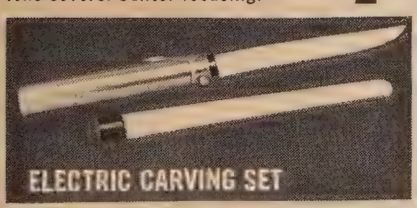

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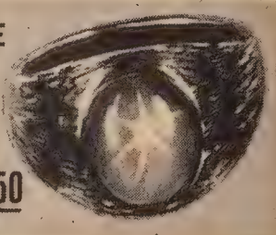

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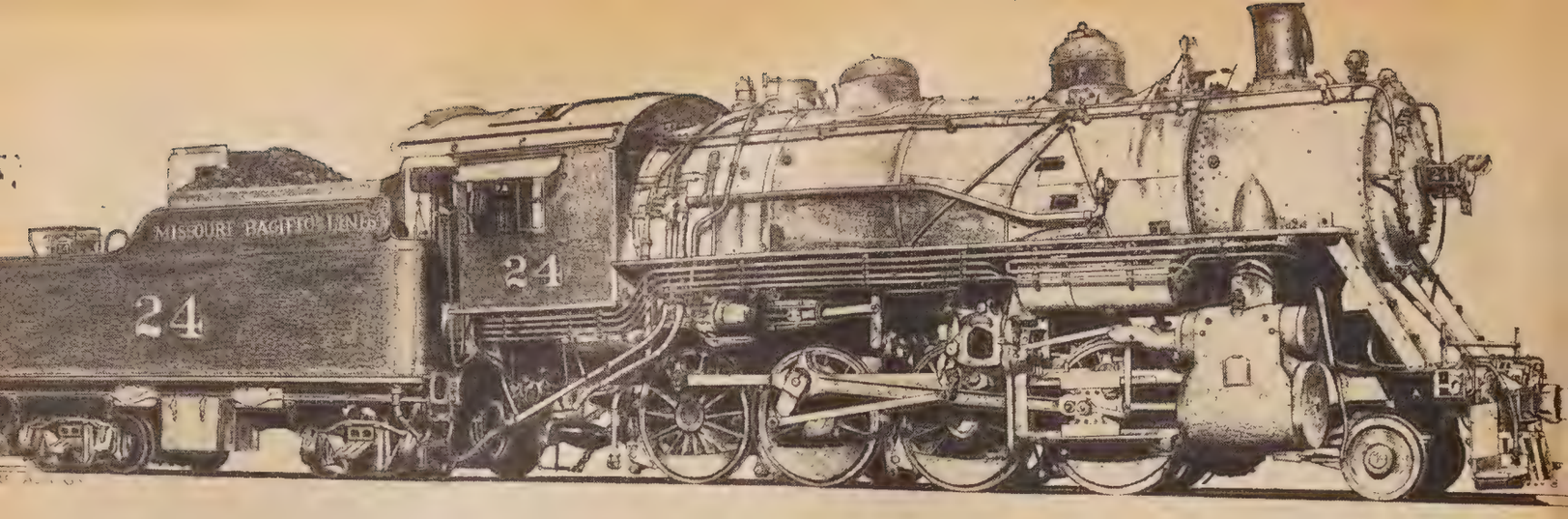

Missouri Pacific Consolidation: one of the 6 drawings available from Mainline Publications (see details on this page).

© 1967, Mainline Publications

On the Steam Trail

D&RGW steam passenger trains will run again this season on the narrow-gage Silverton-Durango route but no longer between Durango and Alamosa, due to poor track, the company says. The final passenger run on this portion was the 17-car train sponsored by ESA Sorority last Oct. 9th. We understand that the Rio Grande plans to abandon freight service from Antonito, Colo. (at end of 3-mile line from Alamosa) all the way down to Farmington, N.M.

Ex-Southern 2-8-0, owned by NRHS, will power round trip, Cincinnati to Lexington, Ky., June 11. Fare $9.75 (kids $8.25). Cincinnati RR. Club, Box 42213, Cincinnati, Ohio 45242.

"Some railfan operation owns No. 1932, a 2-8-0 that Alco built for the Lowville & Beaver Line at Beaver Falls, N.Y., but I don't know where she is now and I wish someone would tell me," writes Russell J. Virkler, P.O. Box 553, Watertown, N.Y. 13601.

Steam locomotive 153 of Gold Coast Railroad in Florida, now being retubed, is likely to be out of operation until early in June, reports Lois C. Beekman, sec.-treas., 811 S.W. 6th Street, Fort Lauderdale, Fla. 33315. Meanwhile, the line is not operating.

Feather River Railroad has been abandoned to make way for the world's largest earth dam, being built near Oroville, Calif. Because the dam's backwater will cover some trackage, the railroad is no more; but two Shay locos have been preserved. California's Division of Parks and Beaches will display one near the dam.

"I worked long hours on the Louisville & Nashville," recalls retired engineer M. H. Highland, "beginning in 1904. One time while firing on a wrecker I was on duty for 56 hours without rest and 30 hours without food."

Finland is a railfans' paradise, enthuses Lt. Joseph M. McMillan, Co. C, 83rd Engr. Bn., APO New York 09258, who recently returned from there. "It is off-the-beaten-path for tourists but is beautiful," he writes, "a land where you can still find woodburning steam engines in mainline service; ride in wooden, truss-rodded coaches of the early 1920's, see and photograph Russian rolling stock, and enjoy the sight and smell of 100 steamers at a large terminal. Finland seems to be the home of small steam engines. The biggest one I saw was just a fair-sized 2-6-2. In the north, where lumbering is a great industry, you can find hundreds of little 2-8-0 woodburners. Finnish State Railways have the same gage as Russia's rail system, so you can see all sorts of USSR rolling stock, from modern steel equipment to ancient wooden boxcars."

Six steam locomotive prints of pencil drawings are currently on sale at the National Museum of Transport, each 7x17″ on heavy textured cover stock, sold individually (but not by mail) at 50¢ apiece. The drawings were made by Gene G. Collier and Neal R. Fink of Mainline Publications, P.O. Box 501, St. Charles, Mo. 63301, which offers the set of 6 for $3. The engines depicted are Wabash 606, Atlantic type; Katy 406, Pacific; D&RGW 1700, a Northern; Missouri Pacific 24, Consolidation; GM&N 263, Decapod and C&EI 757 (ex-ACL), Santa Fe type.

April 23rd opens the season of the scenic steam road Wanamaker, Kempton & Southern (P.O. Box 24, Kempton, Pa. 19529). Trains run every Sunday afternoon thru Oct. 22nd. Other afternoons: Saturdays, April 29-Nov. 11; week-days, July 3-Sept. 4; also May 30, Oct. 29, and Nov. 5 and 12. Museum train on siding includes Alco 0-4-OT, Ironton and B&O coaches, CNJ private and plush car, and LNE 4-wheel caboose.

"Steamtown's little 2-8-0 No. 15 has been put out to pasture," writes Frederick G. Bailey, Bellows Falls Rd., Walpole, N.H. 03608. "After serving Steamtown since 1962, she had a malfunctioning cylinder at the end of last season and was stored in North Walpole enginehouse until Jan. 14, 1967, when Green Mountain diesel 405 pulled her out of her stall. She is now standing in the yards, unprotected from weather, with doubt as to whether or not she'll ever be repaired."

"Did you know that some 1200 steam locomotives, 59 classes are still operating on Australian railways?" writes G. Cleak, secretary of Association of Railway Enthusiasts, Box 4810, Mail Exchange, Melbourne, C-1, Victoria, Australia. "Were you aware that in our country 4-4-0's built in 1877 are today rubbing shoulders with 4-8-4+4-8-4 Garrats built in 1957? Or that two cities, Brisbane and Perth, still operate steam commuter service and that our gages range from 2″ to 5′3″?

"Such material is carried in a quarterly magazine, *Australian Railway Enthusiast*, which features a large photo section and articles from all of Australia's 7 states. In addition, we have issued a 1967 calendar with 12 11x8″ action photos of past and present Australian steam. Magazine, $3 per year; calendar postpaid, 50¢. Send international money order."

Reader Railroad still operates the nation's only regularly scheduled mixed trains that are powered solely by steam. Every Tuesday, Thursday, and Saturday these trains leave Reader, Ark., southbound at 10:30 a.m., arriving at Waterloo at 12:30 p.m., and leave Waterloo northbound at 2 p.m., arriving at Reader 2½ hours later. ●

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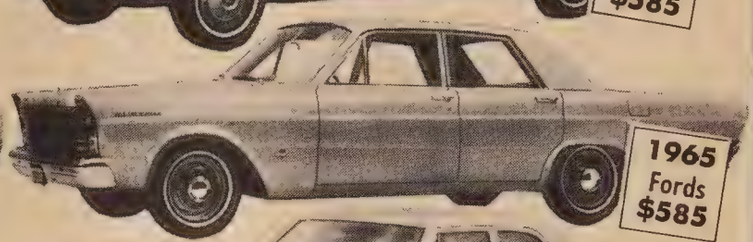

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BOOKS OF THE RAILS

RAILROADS OF THE YOSEMITE VALLEY, by Hank Johnston, in collaboration with James Law, 206 pages, 8½x11", 25,000 words of text 400 illustrations, including full-color frontispiece, Trans-Anglo Books, Main P.O. Box 2252, Los Angeles, Calif. 90053, $8.50.

"This book is about four little California railroads that are no more," the author writes. "They once had the very good fortune to operate in the lower canyon of *El Rio de la Merced*, the River of Mercy, just adjoining America's jewel, the Yosemite Valley. Although separately owned, the name Yosemite appeared in the corporate titles of all four: the Yosemite Valley Railroad, common carrier; the Yosemite Lumber Co. and the Yosemite Sugar Pine Lumber Co., two logging roads that, for all practical purposes, were the same operation; and the Yosemite Portland Co., with its little quarry railroad and incline."

Hank Johnston is well known. Besides being the author of four railroad books, he was No. 43 in our *Interesting Railfans* series. His collaborator, oldtimer Jim Law, who worked for 25 years as incline foreman and superintendent for lumber companies in the area, adds to the book's authenticity. Together they evoke a colorful and often exciting period in Western history, the bygone days of steam locomotives, stagecoaches, and kerosene lamps.

With entertaining details and a great collection of nostalgic pictures, the book appeals to lovers of Americana, to steam enthusiasts, to modelbuilders, and especially to Shay and logging-road fans. Included is a section devoted to modeling notes and plans, showing, among other things, a complete miniature layout of the YV Railroad and its environment, together with scale drawings of equipment.

Near the end, Hank epitomizes: "The Yosemite logging show was over. It was most spectacular while it lasted—a marvel of engineering and ingenuity."

LURE OF STEAM, by Eric Treacy, 208 pages, 8½x11", picture-book with 4-page introduction, weight over 2½ pounds, Ian Allan, London, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. 10802, $16.

This handsome new book proves, at least to our satisfaction, that Eric Treacy is one of the world's best photographers of steam railroading. We have never seen an American book in this specialized field with a higher quality of camera art nor a wider variety of subjects. The pictures are culled from thousands that Treacy made in about 35 years "with a camera hunting steam engines."

"They have been good years," he writes, "years in which I have made many friends amongst railwaymen; years in which I have had some enchanting days in the country, rejoicing in the peace and beauty of the fells and the open spaces of the north . . . One remembers, too, the extraordinary sense of occasion that accompanied the departure of a steam train from a large station. Although it happened again and again every day, one felt that this was an event."

HISTORIC RAILWAY DISASTERS, by O. S. Nock, 170 pages, 6x9", illustrated with photos, line drawings, and old prints, indexed, Ian Allan, London, distributed by Leisure Time Books, $11.

O. S. Nock, a veteran railway author who is popular throughout the English-speaking world, should have titled his latest book *Historic British Railway Disasters*, for that is its only locale. Nevertheless, even for North American readers, it is absorbing.

"There is a peculiar fascination about the study of accidents of any kind," he writes. "Few amongst us fail to derive some form of thrill from the situation of high drama which results in a catastrophe, even though many lives be lost; but in the study of railway accidents there is much more than the human aspects of the problem, than the clash of personalities that often sows the seeds of trouble, or from failures of the human element, which lead to a breach of regulations, or failure in the equipment . . .

"I have endeavored to look at accidents more from the technical point of view, and from the viewpoint of the gradual evolution of regulations for the safe operation of railway traffic . . . Anyone who has been professionally engaged in signalling for more than 40 years cannot fail to become deeply aware of the way in which accidents can happen."

The author gives us vivid descriptions of Britain's most spectacular train wrecks; he tells how and why they happened, and how they affected railway practice thereafter. His illustrations are excellent and plentiful. We predict an immense sale for *Historic Railway Disasters.*

A CENTURY PLUS OF LOCOMOTIVES: *New South Wales Railways: 1855-1965*, 144 pages, 7½x10", illustrated, revised and republished by Australian Railway Historical Society, Box E-129, St. James Post Office, Sydney, N.S.W., Australia, $6.95 in U.S., $7.28 in Canada.

Strictly for railfans interested in Australian operation. The pictures are good, some quite rare, and the text matter gives adequate information about each type of locomotive, whether steam, diesel-electric, diesel-hydraulic.

THE RAILWAY ENTHUSIAST'S BEDSIDE BOOK, edited by H.A. Vallance, 264 pages, 5¾x8¾", illustrated with photos and line drawings, B.T. Batsford Ltd., London, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. 10802, $8.

Rail lore, mostly British, 27 chapters by different authors. Among the subjects are Timetable Science, Unusual Mishaps, Ghosts Underground, Private Stations, The Great Locomotive Row, Modern Monorails, Early Letters of the Stockton & Darlington Railway, Sunday Afternoon in Norway, Railway Rarebits, etc. Choice reading matter.

BRITISH TRAINS OF YESTERDAY: *A pictorial recollection of the pre-1923 railway scene*, edited by C. Hamilton Ellis, photos plus a brief introduction, 131 pages, 7¼x9½", Locomotive Publishing Co. Ltd., London, distributed by Leisure Time Books, $8.

Good album for British railfans.

GONE BUT NOT FORGOTTEN: *The Marcellus & Otisco Lake Railway* by Richard F. Palmer, 32 pages, 5½x8½", illustrated with photos, map, and time-card, published by Central New York Chapter, National Railway Historical Society, Inc., Martisco Rd., Marcellus, N.Y. 13108, $1.25.

Well-written history of an upstate New York railway. The author, a Syracuse *Herald-Journal* reporter, is currently working on the story of the Skaneateles Short Line and would appreciate information, anecdotes, and pix from readers familiar with it. The NRHS chapter to which he belongs claims to be the first railfan group to own a railroad depot, this one located on the New York Central's Auburn branch between Syracuse and Auburn.

News of Railroad Books

Material for a forthcoming book on railroad stations is needed by Edwin P. Alexander, Upper River Rd., Yardley, Pa. He asks readers to send him unusual pix and anecdotes involving old passenger depots, people who used them, and trains that served them.

Bill Knapke's long-awaited *100 Years of Railroad Cabooses*, rich with reminiscences of his long career as a boomer trainman and SP conductor, as well as a fairly complete history of the waycar, well illustrated, is being published in California by Golden West Books, possibly early this year, date not yet announced. This volume, we think, is destined to become a classic. Dave Morgan wrote the introduction.

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$ 8.50	($ 8.05)
LURE OF STEAM, by Eric Treacy	$16.00	($15.20)
HISTORIC RAILWAYS DISASTERS, by O. S. Nock	$11.00	($10.45)
GREAT TRAINS OF ALL TIME, Freeman Hubbard	$ 4.95	($ 4.70)
EASTERN STEAM PICTORIAL, Pennypacker	$15.00	($14.25)
COLLECTOR'S BOOK OF LOCOMOTIVE, Alexander	$15.00	($14.25)
STEAM IN EUROPE, by P.B. Whitehouse	$14.00	($13.30)
STEAM LOCO. IN EASTERN EUROPE, by Durrant	$10.95	($10.40)
PINO GRANDE, by R.S. Polkinghorn	$ 7.50	($ 7.15)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
FAREWELL TO STEAM, by David Plowden	$10.00	($ 9.50)
LONG ISLAND R.R., Vol. 3, Seyfried	$ 6.00	($ 5.70)
ATLANTIC COAST LINE, by Richard E. Prince	$12.50	($11.90)
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THEY FELLED THE REDWOODS, Johnston	$ 6.95	($ 6.70)
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JANE'S WORLD RAILWAYS, 9th edition	$45.00	($42.75)
ALASKA RAILROAD, by Prince, 2-vol. set	$30.00	($28.50)
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An Unpopular Caboose

Some people are just too snooty to tolerate railroad cabooses. To them, conformity is very important. Last fall Dr. Philip A. Marraccini bought a retired New York Central waycar and had it trucked down from Croton, N.Y., and installed, without wheels, in the yard of his Indian Trail home at Harrison, N.J., as a cabana beside his swimming pool. His idea was to use it as a place to change clothes and as a playhouse for his children.

Certain neighbors protested that this violated the zoning law, but the doctor points out that his caboose is more attractive than ten of the cabanas on nearby Indian Trail property. He filed three applications with the town's architectural board, one after another, seeking permission to retain his car. Each time the board turned him down on the ground that his type of cabana was "excessively" dissimilar from others in the area.

"The board is terribly prejudiced," says his wife. The doctor agrees, adding that 16 residents of the Indian Trail neighborhood would have testified in his favor if the board had made it convenient for them to appear. He even moved his waycar a few feet further away from the lawns of protesting neighbors.

At Wainscott, N.Y., on Long Island, the story is quite different. Two retired old cabooses are set up there and, according to Elizabeth Enright, "Everybody's enchanted with them." Elizabeth is a professional writer of short stories for *The New Yorker* and other magazines, and does her best work in a waycar. Recently she received advance payment on a novel she is writing in that caboose for Harcourt, Brace & World. Meanwhile, at Harrison, Dr. Marraccini has taken steps to screen his car with evergreens as a preliminary to a fourth application to the board. You can bet your sweet life there aren't any railfans on that board.

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Interesting Railfans

In answer to several requests, we are listing the names, alphabetically, of the 50 men and 3 women who have appeared thus far in our "Interesting Railfans" series, with the date each article was published.

Edwin P. Alexander (Feb. '63), Cecil J. Allen (March '66).
John W. Barriger (June '63), Lucius Beebe (Aug. '61), Gerald M. Best (Oct. '63), Col. James G. Bogel (Jan. '67), James A. Brown (March '65).
Paul Carleton (May '65), E. Harper Charlton (April '67), Warren B. Crater (July '65).
Owen Davies (Oct. '61), Everett L. DeGolyer, Jr. (Oct. '65), Frank P. Donovan (April '64), Arthur D. Dubin (Aug. '64), Donald Duke (Aug. '63).
Miss Bronette S. Ehrlich (Feb. '65), Miss Rosemary Entringer (Dec. '62).
Charles E. Fisher (Feb. '62).
Paul F. Garde (Jan. '66), Wilbur T. Golson (April '63), Henry W. Griffiths (June '65), Francis A. Guido (Sept. '65), Adolf Gutohrlein (Aug. '65).
Grahame Hardy (April '61), George M. Hart (April '62), Robert Hess (Oct. '64).
C. William Jernstrom (April '66), Henry N. Johnston (July '66).
Albert C. Kalmbach (June '61), Ward Kimball (April '65), Otto Kuhler (Feb. '64).
Omer Lavallee (Dec. '66), Ruben Levin (May '67), Mrs. Irene Lewis (Nov. '66), Robert G. Lewis (Feb. '67), Arthur L. Lloyd (Aug. '66).
David P. Morgan (Dec. '61).
Horace W. ("Jack") Pontin (Dec. '64)
E. Jay Quinnby (June '62).
H. Reid (Dec. '63), Robert W. Richardson (June '64).
Jim Scribbins (Feb. '66), Thomas C. Shedd (March '67), Carroll C. Stahl (Sept. '66), Alvin F. Staufer (Jan. '65), Fred A. Stindt (Oct. '62).
Edison H. Thomas (Nov. '65).
Rev. William K. Viekman (May '66).
Rogers E. M. Whitaker (Aug. '62), Elwood White (Oct. '66), Harold E. Wilmunder (Dec. '65).
William S. Young (Nov. '64).
Ron Ziel (June '64).

Roster Corrections

Tom Lawson lists the following additions to our Alabama Shortlines roster. Birmingham Southern 23 is ex Lake Terminal 1012. BS 81 and 82 were sold 12/63 to American Cast Iron Pipe Co., renumbered 103 and 102. BS 83 was sold to Terminal Railway, Alabama State Docks, and renumbered 371. BS 84 was scrapped in 1956. BS 86 was sold to TRASD, renumbered 372. BS 87 and 89 were sold to Woodward Iron Co., renumbered 65 and 64. BS 100 was sold to Pullman Standard, renumbered 21. Federal Barge Lines 51 was a HH 900 (Alco, in 1939); sold to Woodward Iron Co., renumbered 66. Hartford & Slocomb No. 1 was originally Federal Barge Lines 1. Baldwin built Mobile & Gulf 97 in 1925. It is ex U.S. Army 5631. Sumter & Choctaw 100 is a GE 44-tonner.

Ed Fulcomer points out that our Chicago, Burlington & Quincy roster should list F3's 119A, B, C, D as sold to Colorado & Southern, renumbered 703A, B, C, D. Our C&S roster correctly lists it. ●

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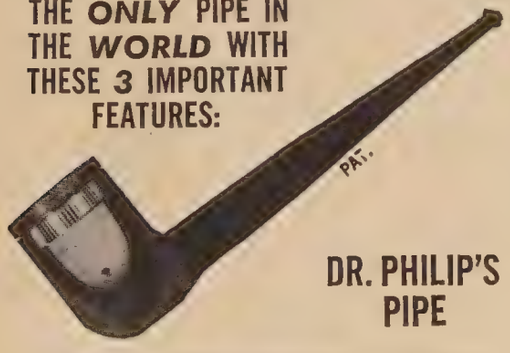

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Shortlines of Arkansas

Present-day locomotive rosters compiled by Sy Reich

Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Arkansas & Louisiana Missouri Railway								
10	1000	GM-EMD	NW2	B-B	62,500	248,000	1949	
11	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	
12	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	
32	?	Plymouth	?	B	?	?	?	
34	380	GE	44-ton	B-B	22,000	88,000	1946	1
Arkansas & Western Railway								
Owns no locomotives; Kansas City Southern uses its lines.								
Ashley, Drew & Northern Railway								
102	900	GM-EMD	SW900	B-B	57,500	230,000	1959	4
170-172	600	GE	70-ton	B-B	41,300	140,000	1948	2
173	600	GE	95-ton	B-B	47,500	190,000	1951	3
174	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	
176	1200	GM-EMD	SW1200	B-B	62,000	248,000	1955	
178	1200	GM-EMD	SW1200	B-B	62,000	248,000	1963	
Augusta Railroad								
?	?	?	34-ton	?	?	68,000	?	
?	?	?	8-ton	?	?	16,000	?	
Bauxite & Northern Railway								
10	1200	GM-EMD	SW9	B-B	64,000	248,000	1952	5
11	1200	GM-EMD	SW1200	B-B	64,000	248,000	1954	5
12-13	1600	Alco	RS3	B-B	60,750	243,000	1955	6
Cotton Plant-Fargo Railway								
1	?	Plymouth	?	B	?	?	?	
Dardanelle & Russellville Railroad								
5	300	Plymouth	45-ton	?	?	90,000	?	7
12	300	GE	45-ton	B-B	27,500	90,000	?	
14	600	GM-EMC	SW	B-B	50,400	202,000	1937	8
Delta Valley & Southern Railway								
193	300	GE	45-ton	B-B	30,000	100,000	1954	9
DeQueen & Eastern Railroad								
D3	800	GM-EMD	SW8	B-B	57,500	230,000	1951	
D4	900	GM-EMD	SW900	B-B	58,000	232,000	1954	
D5	1200	GM-EMD	SW1200	B-B	62,000	248,000	1960	
D6	2500	GM-EMD	GP35	B-B	?	?	1964	
Doniphan, Kensett & Searcy Railway								
Owns no locomotives; Missouri Pacific uses its lines.								
El Dorado & Wesson Railway								
18	660	Alco-GE	S3	B-B	49,500	198,000	1952	
19	660	Alco-GE	S1	B-B	57,700	198,000	1940	10
Fordyce & Princeton Railroad								
Owns one locomotive; its specifications are unknown to us.								
Fort Smith & Van Buren Railway								
Owns no locomotives; Kansas City Southern uses its lines.								
Graysonia, Nashville & Ashdown Railroad								
51	660	Alco-GE	S3	B-B	59,700	199,000	1951	
55	1000	Alco Pr.	S4	B-B	69,000	230,000	1955	
Helena Southwestern Railroad								
300	380	GE	44-ton	B B	22,000	88,000	1948	
Louisiana & North West Railroad								
40-41	800	GM EMD	SW8	B-B	57,500	230,000	1950	
42	1000	Baldwin	VO 1000	B-B	60,145	240,580	1943	11
43	1000	Baldwin	VO 1000	B-B	61,338	245,350	1945	11
Louisiana & Pine Bluff Railway								
Owns one locomotive; its specifications are unknown to us.								

Midland Valley Railroad

106-107	1500	GM EMD	GP7	B-B	61,490	245,950	1953	12
108 109	1500	GM-EMD	GP7	B-B	61,490	245,950	1953	13

Prescott & North-Western Railroad

23	600	GE	70-ton	B-B	35,000	140,000	?	
24	600	GE	70-ton	B-B	35,000	140,000	1954	14

Reader Railroad

11	—	Baldwin	—	2-6-2	23,100	125,000	1925	15
108	—	Baldwin	—	2-6-2	25,300	125,000	1920	16
1702	—	Baldwin	—	2-8-0	31,500	144,000	1942	17

Texarkana Union Station Trust

Owns no locomotives.

Warren & Ouachita Valley Railway

100	360	Davn Bess	44-ton	B-B	22,000	88,800	1940	18

Warren & Saline River Railroad

73, 75	650	Whitcomb	70-ton	B-B	35,000	140,000	1948	19

Notes on Arkansas Rosters

These rosters are based on data from AD&N's president, DV&S's gen. freight agent, ED&W's president, GN&A's gen. supt. and auditor, HS's master mechanic, L&NW's vice pres. and gen. mgr., MP-T&P's chief mechanical officer, Reader's pres. and gen. mgr., CRI&P's master mechanic, W&OV's gen. mgr., W&SR's gen. mgr., Potlatch Forests' asst. supt., SS's exec. vice pres., Eastman Kodak's public relations dept., and Pickering Lumber officials. It is accurate as of the forth quarter 1966.

Locomotive builders: GM-EMD, General Motors, Electro-Motive Div.; GE, General Electric; Alco, American Locomotive Co.; GM-EMC, General Motors, Electro-Motive Corp.; Alco Pr., Alco Products; Davn-Bess—Davenport-Besseler.

For the purpose of our rosters, a shortline railroad is defined as a common carrier with a route mileage less than 400 which is listed in the Official Guide, the Pocket List of Railway Officials, or both.

(1) A&LM 34 was originally Laurinburg & Southern 100, then Monroe Sand & Gravel 100, then A&LM 34.

(2) AD&N 170 and 172 were sold to American Agriculture & Chemical Co. and renumbered 8 and 9. No. 171 was sold to Crossett Lumber Co.

(3) AD&N 173 was sold to Eastman Kodak Co., renumbered 7.

(4) AD&N 102 was originally Hammond-Calif. Redwood Co. 102, then Feather River Ry. 102, then AD&N 102.

(5) B&N 10 and 11 were sold to Missouri Pacific, renumbered 1254 and 1260.

(6) B&N 12 and 13 were originally MP 4502 and 4504, then MP 975 and 977, then B&N 12 and 13.

(7) D&R 5 is ex-Rockdale, Sandow & Southern.

(8) D&R 14 was originally MP 9001.

(9) DV&S, 193 was originally DV&S 50.

(10) E&W 19 was originally Massena Terminal? then RS&S 8, then E&W 19.

(11) L&NW 42 and 43 were originally St. Louis-Southwestern 1005 and 1009, then L&NW 42 and 43.

(12) MV 106 and 107, originally MV 151 and 154, have been uprated to 1600 hp.

(13) MV 108 and 109, originally MV 152 and 153, were rebuilt by GM-EMD to GP9 (mod) with a rating of 1500 hp. They have been uprated to 1800 hp.

(14) E&NW 24 was originally Valley & Siletz 11, then P&NW 24.

(15) Reader 11 has 17x24" cylinders, 46" drivers, 200 psi boiler pressure. She was built for the Caddo & Choctaw as No. 11, then purchased by the Reader.

(16) Reader 108 has 18x24" cylinders, 47" drivers, 200 psi boiler pressure. She was originally Angelina & Neches River 108, then Reader 108.

(17) Reader 1702 has 19x26" cylinders, 57" drivers, 225 psi boiler pressure. She was originally U.S. Army 1702, then Warren & Saline River 1702, then Reader 1702.

(18) W&OV 100 was originally Chicago, Rock Island & Pacific 362, then W&OV 100, then CRI&P 362, and was traded to GM-EMD in 1966 for new CRI&P power.

(19) W&SR 73 and 75 were originally Potlatch Forests 73 and 75, then W&SR 73 and 75.

Detroit, Toledo & Ironton Railroad

Present-day locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
200-204	2000	GM-EMD	GP38	B-B	65,250	261,000	1966	
350-357	2500	GM-EMD	GP35	B-B	65,000	260,000	1964	1
900-901	600	GM-EMD	SW1	B-B	57,700	231,000	1941	2
910-916	1000	GM-EMD	NW2	B-B	62,000	248,000	1948	3
920-924	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	
950-954	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	
955-961	1500	GM-EMD	GP7	B-B	63,750	255,000	1952-3	1
962-963	1500	GM-EMD	GP7	B-B	63,750	255,000	1953	
964-973	1500	GM-EMD	GP7	B-B	63,750	255,000	1953	
980-989	1750	GM-EMD	GP9	B-B	63,750	255,482	1955	1
990-992	1750	GM-EMD	GP9	B-B	63,750	255,482	1957	1

Notes on DT&I Roster

Roster is based on data from DT&I's asst. supt.-mechanical engineering; the MT&W, and ME's vice pres. and gen. manager, and is accurate as of Nov. 8, 1966.

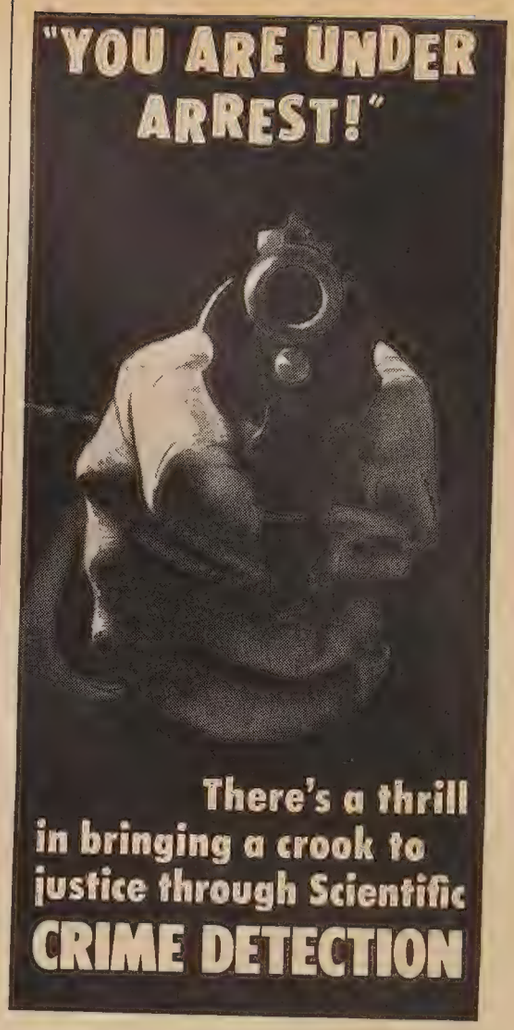
(1) DT&I purchased Wabash 601, 614, 620, and 713 for direct shipment to GM-EMD in trade for 350-353. DT&I-wrecked units 959, 983, 985, and 991 were traded to GM-EMD for 354-357.

(2) 900 and 901 were rebuilt to SW8's in 1952, sold to McLouth Steel Co. in 1958, renumbered 10-11.

(3) 910 and 911 were sold to the Chicago, West Pullman & Southern in 1961, renumbered 49-50. No. 914 was sold to Mississippi Export in 1961, renumbered 62; then sold to Whisler Equipment Co., and finally sold to the Marinette, Tomarawk & Western, renumbered 62.

Collection of Harold Vollrath, 2624 Meriwether Rd., Shreveport, La.

Reader 11 (Baldwin, 1925) used to be Caddo River Lumber Company 11.



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HOBBY CLUB

Conducted by Sy Reich

Norfolk & Western 0-8-0 switches at Hopewell, Va., where the railway began in 1838 as a small line running from Petersburg to the James River. Photograph by H. Reid, who is preparing a new N&W picture-history book. (See page 60).

AS A RESULT of his article entitled "SP Built 248 Steam Engines" in this magazine last July, Dick Murdock became acquainted with Rodney and Marge Plaisted. After reading the article, Rod made a phone call that started the friendship. Besides being a highway patrolman, he is the owner and builder of a back-yard railroad, the Clayton & Bay Point, which he designed to encompass the family's third-of-an-acre homesite at 4754 Laura Drive, Concord, Calif. His wife, Marge, comes from a long line of railroaders and works for the Sacramento Northern and Santa Fe as vacation relief clerk.

Sy Reich

The CB&P is being built to the gage of 3" to the foot, but the only rolling stock acquired thus far are two maintenance of way cars. Its depot is a converted playhouse. Nearby, on a section of 30"-gage track stands a home-made red caboose. Dick Murdock is a Southern Pacific engineer living at 546 Valley View Drive, Pleasant Hill, Calif. 94525.

New Passenger Service?

The narrow-gage Rio Grande & San Juan Railway Co., newly organized in Colorado under the direction of Thomas C. Hinman, has big plans. "With D&RGW cooperation," writes Kenneth E. Baker, Alamosa, Colo. 81101, "we will initiate daily summer passenger service, with refurbished rolling stock from old Mexico, from here up Toltec Gorge and over Cumbres Pass to Chama, N.M., and return. The people in San Luis Valley are excited about this venture, two governors support it, and we consider it a major tourist attraction. We expect rail buffs to come here from all over the country to ride our restoration, so to speak, of the magnificent old *San Juan Express*.

"An application for certification was filed with the ICC on Jan. 17th. We are advised that if the interest is sufficiently high and is properly expressed to the ICC, we may get approval in time to start this service when Cumbres Pass reopens this spring. Interested people should write to the Chairman of the Interstate Commerce Commission, Washington, D.C. 10025."

But we can't reconcile this letter with the D&RGW claim that the Durango-Alamosa track is now unsafe for passenger trains. (See page 48.)

The Mayor Didn't Want It

From Boston, Mass., to a city with the same name in Lincolnshire, England, a party of "Pilgrims" journeyed in July, 1951, aware that the first governors of the Massachusetts Bay Colony had emigrated from Boston, England, in the early 1600's. British Railways officials heard of the visitors and, with typical British courtesy, named the 4-6-0 engine No. 61379, class B-1, the *Mayflower* in their honor. After the party had joined in the naming ceremony, that engine pulled the train to Boston, Lincolnshire, where they were guests at a reception.

For years thereafter, the *Mayflower* wheeled many trains bearing visitors from America. However, heavier trains were assigned a streamlined Pacific, No. 60007, named *Dwight D. Eisenhower*. But in time the *Mayflower* was scrapped. British Railways presented to the City of Boston, Lincolnshire, one of the nameplates and one of the commemorative brass plates which had been affixed to her cab with the following inscription: "This locomotive was named *Mayflower* on 13 July, 1951, as a symbol of the ties binding the two towns of Boston, and of the lasting friendship between the U.S.A. and the British Commonwealth."

The other plates, including the front numberplate, were acquired by Tom Taber, a New Jersey railfan, who thereupon had the artist Victor K. Welch do a painting of the locomotive. Tom then mounted his *Mayflower* memorabilia on a heavy wood plaque and appropriately offered it to the mayor of Boston, Mass., since the other plates were in Boston, England. But the mayor did not even answer Tom's three letters, so the railfan finally hung the railroad plaque in his own library.

Setouts and Pickups

One day of firing a Lackawanna Camelback was enough for Peter Campagna. With aching back and blistered hands, he quit engine service forever and found happiness thereafter in working on Lackawanna ferryboats between New York and Hoboken. So says his grandson, Peter A. R. Campagna, 623 13th St., Union City, N.J., a steady reader of *Railroad Magazine* who likes our full-color covers, *Transit Topics*, book reviews, and articles on the early days of railroading.

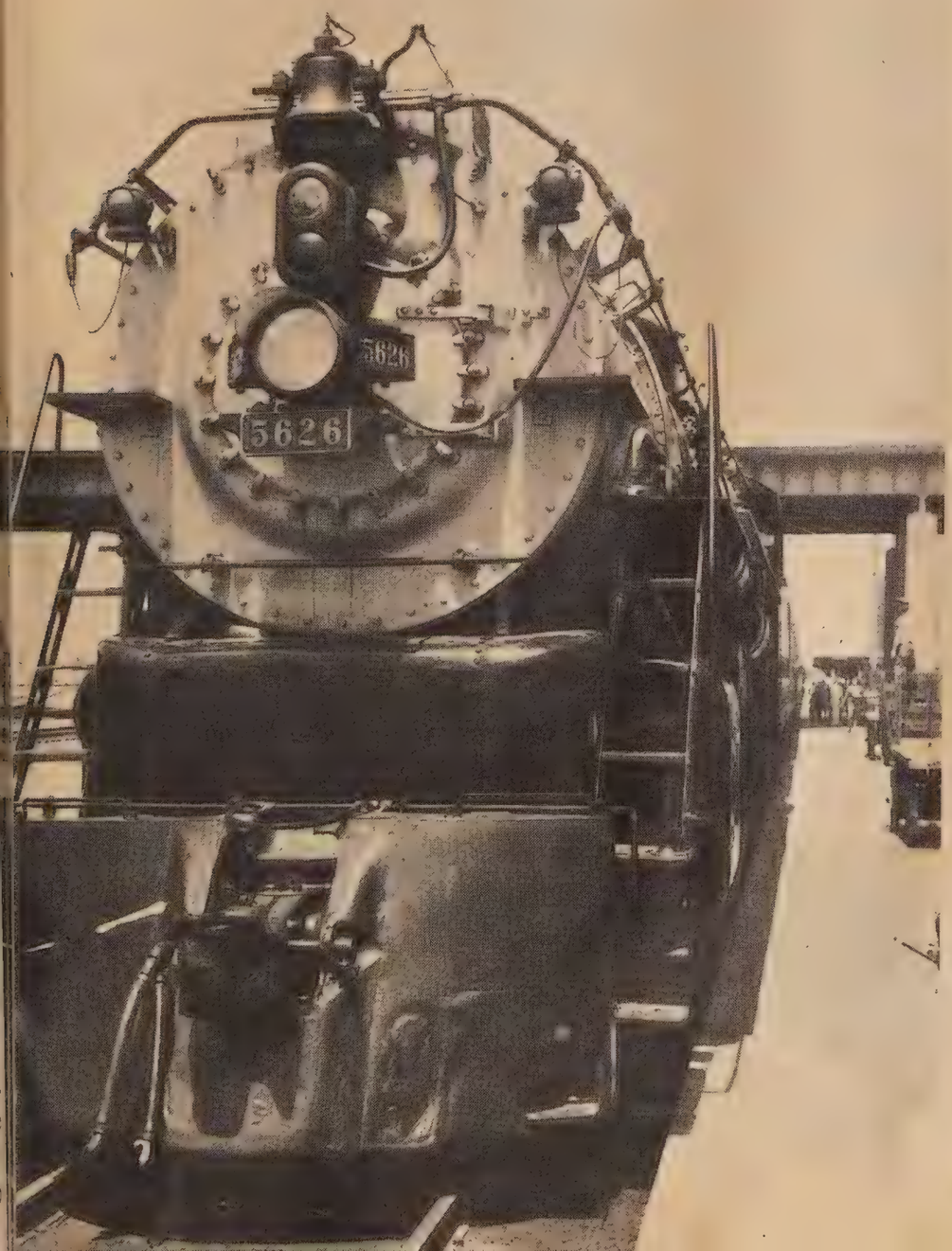
"Montreal's Expo 67 will have no railway exhibit as such," laments Omer Lavallee, historian, P.O. Box 772, Montreal, Que., Canada. "There may be incidental references to railways in a few pavilions, but the emphasis is on culture rather than commerce. The physical situation of Expo 67 on two islands in the St. Lawrence River would inhibit large displays of motive power or rolling stock.

"Of interest to rail hobbyists, however, is Montreal's temporary 3-mile transit system, built for use only during the world's fair period. It has 5 stations, is double-tracked and third-railed, and will be dismantled when the Expo ends. The cars were built in Fort William, Ont., and brought here in train sets on their own wheels, coupled into freight trains. They will be sold later at bargain prices to either the Toronto or Montreal transit system. The Expo site also is served by Montreal's new rubber-tired Metro system."

A small new group, Garden State Railbuffs, seeks better understanding of eastern railroading, according to John A. Snogans, publicity manager, 629 Franklin Ave., Nutley, N.J. 07110, and wants additional members.

Negative in Jim Seacrest collection

June 3, 1959: ill-fated last fantrip of Burlington 4-8-4, which broke an eccentric rod on her return from Lincoln, Neb., to Denver, and was sent to the scrap pile.



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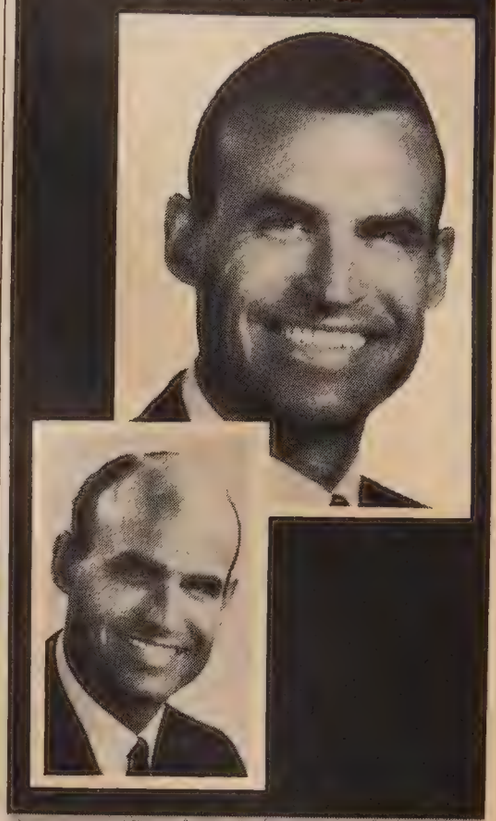

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Steam returns to the New Haven. Consolidation 97 is seen taking water from tank truck on fantrip over the Waterbury branch last October 30th. Excursion sponsored by Connecticut Valley Chapter of the National Railway Historical Society was the first steam train available to the public on the NYNH&H in more than a decade. For details of 1967 trips write to chapter, P.O. Box 361, Hartford, Connecticut.
Photograph by Fred S. Bennett, West Hartford, Conn.

"I need a vacation," sighed a Harvey House waitress at a Santa Fe depot. "I'm afraid I'm losing my sex appeal." The astonished manager asked, "What makes you think so?" The girl said, "The switchmen are beginning to count their change."

Photo World Enterprises, P.O. Box 395, Barrington, Ill. 60010, sells railroad books, color slides, cards, etc. Illustrated brochure free.

Query from A. D. Slater, 22 Viola St., Euclid Beach Creek, Cleveland, Ohio 44110: "Where can I buy Haywire Mac recordings? I am unable to get them locally." Maybe a reader can tell him where to obtain recordings by Harry K. McClintock, author of *The Big Rock Candy Mountains.*

Cachet collectors should like the set of 3 different envelopes carried on the inaugural run of the *Moose Gooser,* Alaska's centennial railroad train, on Feb. 23rd, available for $1 from Anchorage Philatelic Society, P.O. Box 2214, Anchorage, Alaska 99501, reports Marion B. Hyatt, secretary. These cachet covers contain a special 2¢ local postage stamp and commemorative stamps dating back nearly 30 years. Profits from their sale will assist the local Kiwanis Club in maintaining the unique train during Alaska's centennial year. Send a large, self-addressed, stamped envelope with your dollar.

A dental surgeon asked, "Shall I give you a local anesthetic?" And the Pullman conductor replied: "Well, doc, if it's going to hurt, I reckon you'd better cut out the local and run me through on a sleeper."

For info. on the National Assn. of Train Order Collectors write Orlyn D. Bratvold, 14759 Runnymede St., Van Nuys, Calif. 91406. Yearly dues of $3.50 entitle you to swap train orders with those in the club's files and to get a monthly journal, *The Train Order,* which runs hobby news and lists all specimens in the files. Orlyn worked 3 years as a telegrapher, on the Great Northern and the Burlington. He began saving copies of orders on the job; now has orders from 1,768 stations on 216 roads. "This is a small collection," he says, "compared with those of some fellows in the club." Founded in 1959, the club has 33 members.

Richard I. Cartwright, retired president of the Arcade & Attica steam shortline, has been awarded the 1967 "man of the year" plaque by the Arcade, N.Y., Chamber of Commerce.

New list No. 14 of Grahame Hardy, Box 622, Carson City, Nev. 89701, includes general railroadiana, books on British rys., loco diagrams, rr. newspapers of 1850's, rr. stock certificates, books about steam locos, rr. passes, original steam builders' pix, Baldwin Locomitives magazines, etc. List free to old customers but there's a charge of 25¢ each to new customers.

Prints or negs. of Wichita Valley wanted by Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101, for cash, or trade for Burlington steam negatives of 1950's.

Bill Frazier, a vice president of the Port Huron & Detroit Railroad, has become general manager of the steam-powered New Hope & Ivyland at New Hope, Pa.

Pennsy gas-electric switcher 3906, class A-6, at Meadows, N.J., July 17, 1954.
John Locke, 428 Prospect Ave., Hackensack, N.J.

For 1/25 the cost this German precision adding machine does 1001 jobs $150 electrics won't

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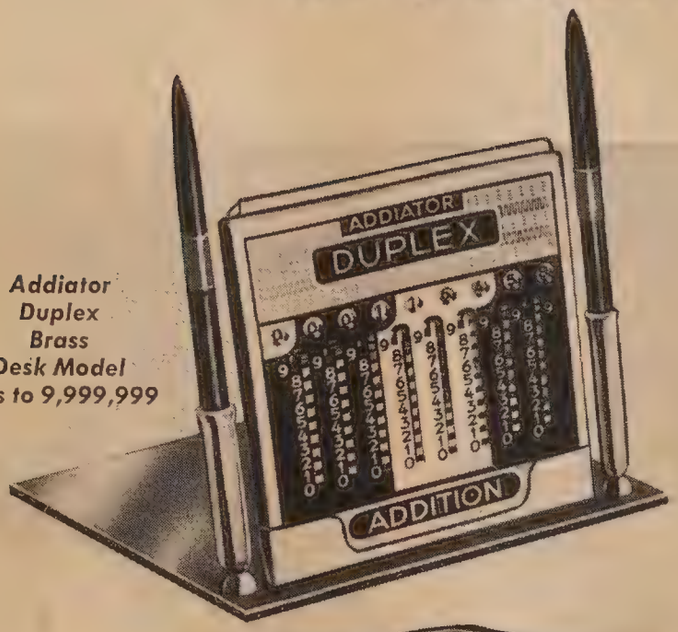
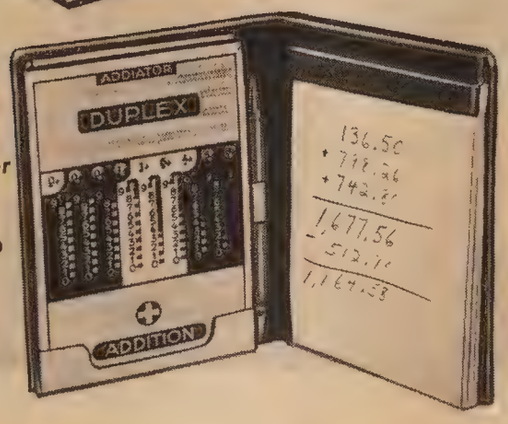


Addiator Duplex Offenbach Leather Case Pad, Executive Pen Adds to 9,999,999



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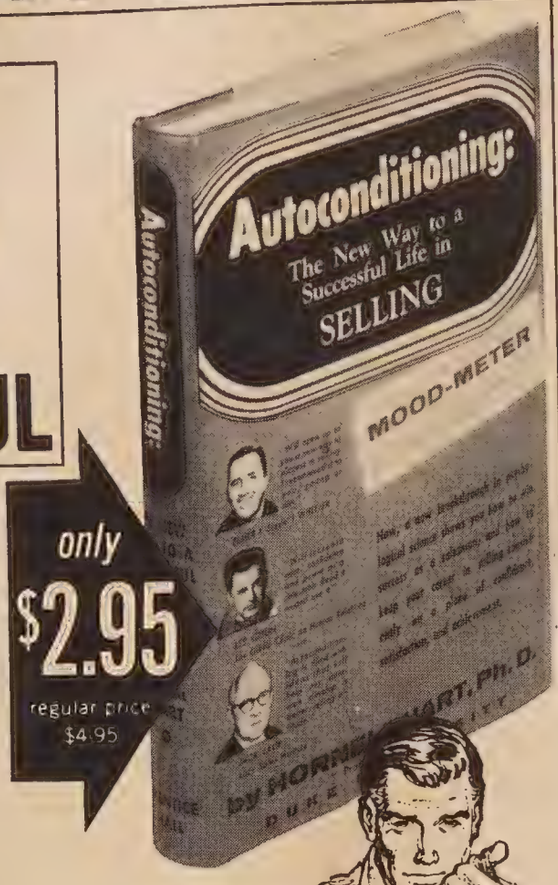

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The late Walt Disney, nation's most distinguished railfan (at far left) was riding engine 21 on Santa Maria Valley's "farewell to steam," Feb. 24, 1962. Engineer was Capt. Allan Hancock, SMV president, who has since passed away.
Gary G. Allen, 215 E. Palmer Ave. Glendale, California 91205

Next month we hope to give you present-day rosters of California shortlines and the Duluth, Missabe & Iron Range.

A new work titled *Norfolk & Western* is being prepared by H. Reid, author of *The Virginian Ry.* and *Extra South* and co-author of *Rails Through Dixie,* 8549 Wayland St., Norfolk, Va. 23503, with help from 2 *Railroad Magazine* contributors, Bill Warden and Lloyd Lewis, also Tom Dressler. This book will tell the story of men and machines of the coal-hauling system that retained steam power after most other roads had been dieselized. It will be chiefly text matter, illustrated with maps and good photos from many sources. Included will be portions of Hill's *Confederate Railroad Guide,* only two copies of which are known to exist. Publication date not yet known.

Author and publisher of a popular book, *Chicago & North Western Steam Power* (1845-1956), is Charles T. Knudsen, 3539 N. Lincoln Ave., Chicago, Ill. 60613, who worked for C&NW for 32 years in engine service and 14 years as an operating official. "While in engine service I never took a picture," he tells us, "but later I started looking around for shots of familiar scenes. Luckily, I ran into Al Johnson, who had spent about 40 years along the North Western, chasing steam with his camera. We had many pleasant hours together planning the book. Al's composite photo of engine 3017 is a masterful job and, I believe, the largest such foldout picture in any book."

The book, reviewed in our Dec. '65 issue, has 188 pages, 8½x11", weighs 2½ pounds, sells for $10. A "must" for Midwestern steam fans. ●

A Mountain Tragedy

by Bert Pennypacker

FREIGHT operation over the Baltimore & Ohio's mountain grades, especially since the fireman's job has been abolished, can indeed be dangerous, with disaster lurking around every sharp curve. On the night of January 10, 1966, for example, three nearly new SD-35 diesel units raced down the 2.02-percent Seventeen Mile grade, overturning on a 10-degree curve and killing the engineman, Luther Wotring.

Locomotives 7401, 7403, and 7405 had broken away from their standing 81-car coal train at Bond, Md., with one boxcar in tow and shortly thereafter, at a speed of 56 miles per hour, had leaped off the rails. Since the engineer was dead, investigators for the Interstate Commerce Commission pieced together the probable details from the train crew's testimony and evidence found on the wrecked diesels. The official report covers some highly coincidental factors, a recital of which may save other enginemen from making similar mistakes.

First, engineman Wotring, making a backward movement earlier, had changed operating ends, handling the controls in the cab of 7405, the rear unit. When he returned to the front unit, he failed to put "Engine Run" and "Control and Fuel Pump" switches into the "Off" positions on unit 7405. On EMD diesels, this action automatically returns full power to the traction motors, even after the so-called "deadman pedal" has been released in the cab. Also, B&O shop forces apparently had removed the choke and warning whistle assembly from the deadman pedal on the lead unit, No. 7401.

The ICC men theorized that the ill-fated engineer had unknowingly released pressure upon the deadman pedal. Since the warning whistle was missing, a penalty application of the train brakes ensued. Wotring sent the head brakeman back along the train to make a check-up, leaving only the engineer in the cab, there being no fireman.

With the deadman pedal fully released, Wotring apparently felt he'd be safe in opening the throttle and racing the diesel engines to pump up trainline brake pressure more rapidly. With the throttle in No. 8 (fully opened) position, power suddenly returned to the traction motors because of the two open switches in the rear unit.

Wotring then applied the brakes in emergency, but the full surge of 7500 horses and 18 traction motors on the 2.02-percent descending grade made the brakes all but useless. The three diesels and a boxcar broke away from the train and tore downhill.

Apparently the engineer was confused, perhaps terrified, when the brakes had no effect. Furthermore, he had precious little time to act. Two fast moves could have saved him. These were (1) to close the throttle and (2) to throw the generator field switch that acts like a clutch and keeps the electrical system in neutral. In fact, strict operating instructions state that the field switch must be thrown under any idling or engine revving procedure in a stationary position.

The ICC report blames the dead engineer. It is easy to condemn someone who isn't around to speak in his own defense. On behalf of Luther Wotring, we note that the absence of a warning whistle contributed to the fatal accident. Even so, if a fireman had been in the cab he might have acted in time to save the day. ●

"Choo Choo College"

Starting January 1st, the *Permacel Express,* a luxurious passenger train nicknamed "Choo Choo College," is touring the U.S. to train several thousand distributor salesmen of Johnson & Johnson, Permacel Division, manufacturer of pressure-sensitive tapes.

The train consists of three coaches painted red, white and black with gold trim, and a steam locomotive and coal tender converted to diesel operations. The cars have been remodeled and decorated in the 1890-1920 period, and outfitted with antiques and late Victorian furnishings. One coach serves as a dining-parlor car and is furnished with plush carpets, tufted chairs and banquettes, a canopied oak bar, marble-topped tables, oil paintings, silk-fringed window swags, brass cuspidors, and a player piano.

Another car contains a kitchen, quarters for the crew, and a battery of heat, electricity, air-conditioning, and other power facilities. The kitchen is a replica of those used on trains half a century ago, except for modern cooking and dishwashing installations.

The heart of the train is the classroom car, which blends the decor of the past with the latest in audio-visual equipment, including closed-circuit television. At the rear are a small lounge outfitted with antique furniture upholstered in satin damask; and an observation platform with a brass rail and fittings. Each week or two the train stops at a different city or town, so that classes can be conducted in the distributors' own territory. ●

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Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

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The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. We won't run an entry if it is hard to read.

Do not omit St., Ave., etc., in your address. Use abbreviation such as *tts.* (timetables); *emp. tts* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our June department is closed. Entries for July issue should reach us before April 10th. Address Sy Reich, *Railroad Magazine*, 205 E. 42nd St., New York, N.Y. 10017.

Mrs. RAYMOND ALLEN, 1011 N. Water St., Pittsburgh, Kan., will sell her late husband's collection of train pictures; 188 small pix $20; 14 larger pix $3.50.

HOWARD AMELING, 619 Ewing St., Fremont, Ohio 43420, needs negs. of NKP, W&LE engs. and equip. for NHPHTS Newsletter. Will buy negs., NKP magazines, and tts. of same.

DICK ANDERSON, 334 S. Prindle St., Arlington Heights, Ill. 60004, sells orig. and copy negs., steam and elec., sizes 120 and larger.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix of locos and stations: LV, CNJ, RDG, DL&W, L&NE, L&HR, NYC, Pa. shortlines.

ROGER ARCARA, 2405 Marion Ave., Bronx, N.Y. 10458, sells reconditioned 116, 616, and 122 cameras. Details and list free.

DEAN ARNOLD, 900 Dryden Rd., Ithaca, N.Y. 14850, buys emp. tts., NYO&W, UV, U&D, N.Y. shortlines.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys entire collections of railroadiana, also auto, ship, and express items.

FRED BAILEY, Bellow Falls Rd., Walpole, N.H. 03608, trades info. and p.c. size pix of operating steam.

BILL BECK, RFD 2, Wanutport, Pa. 18088, sells 8mm and 16mm movies of LV, CNJ steam pass. and frt. trains, b&w, color, sound.

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, wants pix, slides, rosters GO Transit, Montreal subway, Expo express, etc.

C.A. BIRD, 2003 Bordner St., St. Paul, Minn. 55116, sells train orders, emp. tts., train sheets, other railroadiana. (SSE)

Mrs. D.W. BRASWELL, Box 315, Royal Mount, N.C., sells copies of "Life's Ry. to Heaven," 25¢. (SSE)

W. BROSCHART, 98-32 138th St., Jamaica, N.Y., selling large collections of tts.: rr., trolley, bus, steamship, airline, many rare; also transit guides. (SSE)

L.H. BROWN, RFD 1, Box 415, Morrow, Ohio 45152, will buy PkR keystone loco plate and B&O or N&W steam loco whistle.

WAYLAND BROWN, Jr., contact SSgt. Dave Read, Box 88, 2168 Comm. Sq., APO New York 09194.

STERLING BROWNING, Box 84, Eureka, Calif., buys steam pix and railroadiana from shortlines west of Miss. (What size pix?)

DAVID CASH, 422 W. Central Ave., Carthage, Mo. 64836, sells 31½x6 and 5x7 b&w photos of various Midwestern roads. (SSE)

K.F. CHIVERS, 67 Somerset St., W., Apt. 3, Ottawa 4, Ont., Canada, buys and trades Canadian rr. annual passes.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys or trades Alco, Baldwin, Lima bldrs. pix.

LOU CLAESON, 5500 Knox Ave. S., Minneapolis, Minn. 55419, wants pix of M&SL diesels, esp. in Cedar Lake and Minneapolis areas prior to '56.

FRED CLARK, 72787 Tampico Dr., Palm Desert, Calif. 92260, wants colored picture postcards of Calif. interurbans.

MYRON CLOUSER, 910 W. Grace St., Chicago, Ill. 60613, wants 35mm slides of trolley buses and PCC cars of Cleveland, Milwaukee, St. Louis, etc., also slides of CA&E on Garfield Park el prior to 1956.

PAUL CRONIN, 201 Winslow Rd., Waban, Mass. 02168, seeks pixs of Claremont and Grafton & Upton roads.

DOUG CUMMINGS, 529 W. 63rd Ave., Vancouver 14, B.C., Canada, sells 5x7, 8x10 prints, active steam and elec. Large list free. Sells many orig. sizes 116, 616 steam and elec, negs., or trade for orig. negs., Canadian, Mexican, Western U.S. steam.

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, wants "Electric R. Transportation," by Blake and Jackson; "The Electric Ry." by Buck. Sells rr. and traction books. (SSE)

ART CURTIS (Muni. dispr.), 129 Valparaiso St. San Francisco, Calif. 94133, will sell S.F. Mkt. St. Ry. motorman's training manual and transfer rulebook, 1943, mint cond., $1.50 ea. (SSE)

L.L. DAVIS, 509 E. Bradford St., Room 107, Marion, Ind. 46952, wants any size negs. of AT&SF 1-15, 90, 99, 100-199, 600-601, 2600-2606; C&NW 900-904, 5000, 5007A; MN&S 21-25; Monon 5, 6, 18; SOU 6300-6304, 6900-6905.

PAUL DAVIS, 1419 Washington Ave., Chester, Pa. 19013, will buy pre-'41 Loco. Cyclopedias. State cond., price.

WM. DAVIS, 715 S. Branson St., Marion, Ind. 46952, wants any size negs. of ATSF 50; B&M 1550-1553; NYC 3200-3203, 3500-3507; NKP 100, 101, 180-190, 320-323.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New England rr. stocks, bonds, rulebooks, cap badges, buttons. Sample bond and list 25¢.

VINCENT DeSANTIS, 196 Carbon St., Paterson, N.J. 07522, wants info. on Susquehanna RR., esp. Hanford branch; also tkts., tts., pix. Also pix of L&HR trains in Sussex County.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada sells 3½x5 to 11x14 steam pix CN, CP; list 20¢. Buys and sells CN, CP, TH&B steam negs.

GERALD DIEDZIC, 66 Edgewood Pl., Maywood, N.J. 07607, wants to contact Wm. Biesecker, last heard of in North Bellmore, N.Y.

CHUCK DOUBROUGH, 43 Luscombe St., Hamilton, Ont., Canada, buys or trades GT and Canadian Northern railroadiana.

HOWARD EVERHART, 1214 Warrington Pl., Alexandria, Va. 22307, will buy R&LHS Bull. 77.

BOB FITZGERALD, 603 Woodland Dr., Havertown, Pa. 19083, wants pix of pass. conductors on U.S. rrs., 1866-1966, esp. PRR.

T.M. FLATTLEY, Jr., 411 Gatewood Rd., Cherry Hill, N.J. 08034, has PRR and LIRR print list (116 and p.c.), over 4000 steam pix. List with sample, 35¢.

ALAN FOLLETT, 3737 N. Pine Grove St., Chicago, Ill. 60613, buys sells, and trades tts. and misc. railroadiana; state wants. (SSE)

ARTHUR FRAKES, 3921 4 St., Port Arthur, Texas 77640, looking for old dining-car menus, calendars, and uniform buttons of KCS, L&A, LR&N, KCP&G.

ROBT. FREMMING, Box 147, Dallas, Wis., sells etchtone postcards of rr. scenes, some steam, some diesel, 40 for $1. Also photo glossy cards, 15 for $1.

ED FULCOMER, Box 1004, Canon City, Colo. 81212, buys, sells, and trades negs. and slides of diesels on D&RGW, UP, CB&Q, C&S, FW&D, ATSF, CRI&P, WP.

D. GARBUTT, 1822 72nd Ave., Philadelphia, Pa. 19126, needs plans for Reading MU and MU combine and PRC snowsweeper. Other traction fans in area, please write.

ED GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, wants P&WV tts., pass. train pix. Wants pix tts., and emp. tts. of Wilkes-Barre & Eastern.

ROGER GRANT, 2012 W. Ash, Columbia, Mo. 65201, buys and trades brass baggage tags, brass wax seals, and tts.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, buys and swaps old rr. stocks, bonds. SSE for 200-item swap list.

PRENTICE GUDGEN, Jr., 417 W. Adams St., Pittsburg, Kan., wants Kansas depots postcards, esp. from Arma, Arcadia, Drywood, Frontence, Farlington, Girard, Hepler, Mulberry, McCune, Pittsburg, Opolis, Radley.

H.T. GUILLAUME, 1629 W. 13th St., Wichita, Kan. 67203, buys, sells, and trades kerosene-burning rr. lanterns.

JIM HARPER, 5436 N. 20 St., Milwaukee, Wis. 53209, will buy original 35mm slides of Milwaukee Road electric locos or trade various diesels for same.

JIM HELBERT, 1953 Warriors Rd., Pittsburgh, Pa. 15205, will pay for info or pix of Quincy, Omaha & Kansas City RR.

C.R. HENDRIX, 626 Cherry St., Hammond, Ind. 46324, will trade 1956 NYC operating rulebook for one of another large rr.

T.G. HOBACK, 2409 Ave. D, Fort Madison, Iowa 52627, will buy any size pix or negs. of CGW "Bluebird."

Mrs. GEO. HOUNSELL, 4819 Lake Shore Dr., M.R. 30, Fond du Lac, Wis. 54935, will sell 1903 Pullman obs. car "Resthaven."

RICH HUTCHINGS, 204 Steel Ave., Detroit Mich. 48235, sells 4x5 to 11x14 GTW steam pix and CN 6218 taken on 10/66 Mich. trips.

BRIN JACK, 2650 Cardinal Lane, San Jose, Calif. 95125, sells U.S., Mexican, Canadian, and New Zealand tts.; also Australian rr. maps and Austrian loco and car builders' catalogs. (SSE)

VINCENT JANG, 1240 21 Ave., San Francisco, Calif. 94122, wants old SP tts, esp. circa 1920's.

BOB JOHNSON, 345 Elm Park Ave., Elmhurst, Ill. 60126, collects GTW material, esp. hardware and steam color negs. Answers all mail.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, R&LHS Bulls., etc. Buys collections of same in good condition.

KEN KERR, 4346 Fisher St., Kansas City, Kan., seeks metal rr. nameplates enclosed in breakfast food pkgs. years ago.

J. B. KERULIS, 1361 Elizabeth, Crete, Ill. 60417, buys pix of motive power and interesting views of C&A, CE&I, CTH&SE, PM, TP&W, WAB, depicting age of steam.

Rev. ALBERT KOVACS, 510 S. Franklin St., Wilkes-Barre, Pa. 18702, buys or trades for orig. RDG steam negs. (one or many), also same on other Eastern or N. Eng. roads, esp. Vulcan locos. Sends on approval.

JOE KRAJICEK, 56 Elting Ave., New Platz, N.Y. 12561, has LI, NYC, NH, PRR brakeman's lanterns to swap for lanterns of other roads. State road, make, and condition.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, Ohio 44135, will trade 11 Trains mag. (1960's), 5 C&O Tracks mag. (1945), and Ry. Progress (1953) for tts. or other railroadiana.

BILL LORDGE, Box 8108, Station B, San Jose, Calif. 95125, sells telegraph insulators from Central Pacific's Sierra line, some patented 1870, $5 each.

JOHN MARTIN, 120 Kickinson Lane, Wilmington, Del. 19807, sells off. Guides, tts. and emp. tts., Railroad Magazines, Trains, old model mags., other railroadiana; list 10¢.

JACK MAY, 177 White Plains Rd., Terrytown, N.Y., buys or trades tickets, condr. cash fare rcpts. of U.S. and Canadian rrs.

PEGGY McCONKEY, (portrait in April '67 issue), RFD 1, Conrad, Iowa 50621, wants pix of C&NW 1500, C&NW train orders, emp. tts., etc.

BOB McVAY, Box 625, King City, Calif. 93930, sells Kodachrome dupl. slides of V&T, SP narrowgage, others. List and sample 25¢. Wants CERA Bulletin 99.

AL MILLER, 3212 34th Ave., S., Minneapolis, Minn. 55406, will sell 5 cartons of Twin Cities railroadiana, 1938-'66.

CHIP MILLER, 7102 Cheshire, Knoxville, Tenn. 37919, will buy any railroadiana from Tenn. Central. Send description, price. Answers all mail.

W.E. MIMS, 5548 Playa Way No. 24, Jacksonville, Fla. 32211, will sell to highest bidder each volume of 1940 Car Building Cyclo. and 1941 Loco Cylo.

RON MORSE, 493 Theodore, Banning, Calif. 92220, seeks photos of NYC 4-6-4 5311 and 5313 as Toronto, Hamilton & Buffalo 501 and 502. When were they scrapped?

JIM MORTON, 72 Albertus Ave., Toronto 12, Ont., Canada, wants alltime CP and CN rosters, scrap lists, loco bldrs. pix, and pix of Ontario stations.

RON MULLDOWNEY, 12 W. Craig St., Basking Ridge, N.J. 07920, buys, trades, and sells bldrs. plates, esp. Rut-steamers.

C.F. MUNGER, 147 Great Neck Rd., Waterford, Conn. 06385, sells $1 set of 5 diff. tickets of Georges Valley, Knox, or 8 diff. MEC or B&M tickets.

BILL MYERS, 50-31 Newtown Rd., Woodside, N.Y. 11377, sells color prints and slides of NYCTA, PRR, PTC, BTC, TARS, PRC, and all Eastern electrics. SSE for free list on any of above.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, has large listing of railroadiana for sale, incl. many new items. List 10¢.

CORDELL NEWBY, 1908 Wellington Pl., Wenatchee, Wash. 98801, sells all sizes pix GN, NP, MILW, CPR steam, diesel, cars, structures, etc.; also other railroadiana. (SSE)

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla. 33441, sells PRR negs., pix, rulebooks, etc. (SSE)

G.L. OSMAN, 832 Ritterskamp Ave., Vincennes, Ind. 47591, will sell or trade present-day train orders, switch keys and locks, lanterns, tts. Wants pix and history of SOU.

W. F. PAFFARD, 24 Holt Dr., Winnipeg 22, Man., Canada, wants 35mm color slides of CP steam on Laggan sub div. and/or anywhere on B.C. district.

RONALD PAMELY, 38 Hayford Ave., Eastville, Bristol 5, England, wants U.S. and Canadian pen pals interested in steam and diesel locos, esp. rr. employe.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. slides of steam, diesels, trolleys. Sample 25¢.

T.J. PELLETIER, Palouse, Wash. 99161, will sell old rr. calendars or trade for rr. pix, any size. Big ones 25¢ each; small ones, 20¢. Will pay postage for calendars in trades.

WM. PERRY, 2283 Helena St., Library, Pa. 15129, wants pix of RPO cars and all types of rr. lanterns.

ELVIN PRICE, 1550 Park Ave., Pittsburgh, Pa. 15221, has 20 diff. unused PRR calendars for sale.

VINCENT PURN, 94-A Mary St., Lodi, N.Y. 07644, buys PRR emp. tts. for all divs. within area of Buffalo-Pittsburgh-Washington-New York City for any year 1925 to 1929. Write giving div., year, condition, price.

(CONTINUED ON PAGE 66

MY "TOY" FROG MURDERS BASS

Catches Such Giant Bass — So Many Bass, So Often and So Fast!

Like to catch bigger bass, catch bass when they're not biting for anyone on the lake for any lure or bait? Like more fun fishing than ever in your life before? The next 60 seconds reading will show you how.

By BILL PLUMMER
as told to Paul Stag
the Week-End Fisherman

A "toy" frog I stumbled on by accident catches such giant bass for me . . . so many bass, so often . . . so fast it has changed my fishing life . . . for others who use my frog . . . experts . . . average fishermen . . . beginners . . . even children . . . it *murders* bass . . . Here's how it can for you.

The Secret of Catching Lunker Bass

For 22 years I fished bass the hard way . . . but studied their habits . . . how they love weeds . . . and devour every frog they can get.

I tested simulated frogs of every color, shape, size and material I could find . . . but even perfect replicas when motionless were so unnatural in water as to prove useless.

Every lure I used . . . even so-called "weedless" ones . . . fouled or snagged in weeds . . . until I invented my own weedless hook . . . diagram at right shows why.

Then I found it . . . a toy frog of soft rubber and long, trailing, thin, triple-jointed, hollow rubber legs . . . this "toy" frog changed my fishing life and can yours. Here's how.

World's Most Natural Lure in the Weeds

I seized the frog, put on my weedless hook and rushed to the nearest weed covered lake.

Once cast, the frog sat with just its eyes above water. When I twitched the rod tip, the frog's legs kicked backward in exact imitation of the real thing.

Before I could give a second twitch, something green, black and white blew the pad apart to get at the toy frog. Scratch one bass.

Here was a lure that looked, acted, moved . . . even *felt* so natural to bass that it proved *irresistible*. I could make it sit motionless on a pad . . . move s-l-o-w or fast . . . on or below the surface . . . with a simple twitch of the rod tip I could make it look *frightened* and *hurt* in its action . . . anybody could do the same.

And I could move that lure through the heart of the weed "jungles" bass love as naturally as if it lived there, and so surely I could *forget* the worry of losing snagged lures.

Reflex Kicking Action Works Instantly

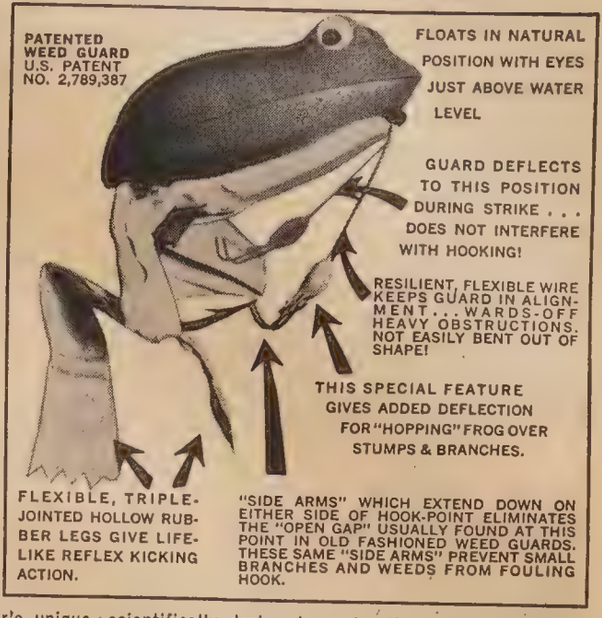
For months I sculptured one body after another out of sponge rubber. I got the precisely right shape and size and weight for perfect casting . . . worked on the hook arrangement to get perfect weed guard action with *positively* no interference with the hook after the strike . . . solved the problems of action and buoyancy . . . tested and retested the fish catching power of my frog at every step. Now it was perfect. Every time, for anyone, a twitch of the rod tip would cause the flexible legs instantly to kick out as life-like as imaginable, as it darted ahead.

Frog Irresistible to Bass

I could show anyone in five minutes how to use the rod with my frog.

Read What Happened to Me

1. Creel census men of Massachusetts Fish & Wild Life Commission sent photographs of my catches to papers who published my picture and 2 and 3 column stories.
2. Radio and TV Stations interviewed me about my frog's giant catches.
3. Outdoor Life ran a 4-page article on frog and me — featured on front cover. Sports Afield ran 6 editorial pages on us . . . Fur-Fish-Game ran 3.
4. General Motors filmed me using my frog, showed it on 200 TV Stations.
5. Thousands of fishermen heard of frog, ordered it — forcing me into business and out of my job as flying instructor . . . then users reported fabulous catches using my frog and method.


PATENTED WEED GUARD U.S. PATENT NO. 2,789,387
FLOATS IN NATURAL POSITION WITH EYES JUST ABOVE WATER LEVEL
GUARD DEFLECTS TO THIS POSITION DURING STRIKE . . . DOES NOT INTERFERE WITH HOOKING!
RESILIENT, FLEXIBLE WIRE KEEPS GUARD IN ALIGNMENT . . . WARDS-OFF HEAVY OBSTRUCTIONS. NOT EASILY BENT OUT OF SHAPE!
THIS SPECIAL FEATURE GIVES ADDED DEFLECTION FOR "HOPPING" FROG OVER STUMPS & BRANCHES.
FLEXIBLE, TRIPLE-JOINTED HOLLOW RUBBER LEGS GIVE LIFE-LIKE REFLEX KICKING ACTION.
"SIDE ARMS" WHICH EXTEND DOWN ON EITHER SIDE OF HOOK-POINT ELIMINATES THE "OPEN GAP" USUALLY FOUND AT THIS POINT IN OLD FASHIONED WEED GUARDS. THESE SAME "SIDE ARMS" PREVENT SMALL BRANCHES AND WEEDS FROM FOULING HOOK.

I'd inch my frog ahead . . . suddenly sweep forward . . . make my frog slip quietly off the pad into the water . . . race across moss . . . looking as terrified as if running for its life — and the bass struck without caution.

I'd make my frog dart . . . jump . . . dive . . . struggle in water as though drowning . . . bump temptingly along the bottom — I'd catch bass when my buddies would come home skunked.

With my frog I began to catch all the bass I wanted . . . throw back *all* bass under four pounds . . . in New England *before* my frog I rarely caught bass over four pounds. Now I began to catch bass twice as big as before. I was able to fish in the very places huge bass hid in. I'd boat and release bass after bass.

One Fisherman Tells Another

I had seen 30 bass taken and released in a day's fishing . . . seen giant bass caught . . . bass caught when they were not biting for other fishermen on the lake.

Now report after report came in. "Without doubt the best all-round surface lure I ever used." "The best lure I've ever used." "Your weed guard is superior to any on the market." "Since my first frog, more than doubled my catch of "big ones."

My frog worked for more and more kinds of fresh water and even salt water fish. A non-weedless model proved sensational in clay pits and rock quarries, in clear, open and rock waters which small mouth bass frequent.

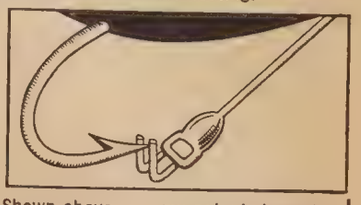
Underwater at all depths including "bottom bumping" it proved extremely effective.

What This Means to You

Simply this. No longer need you stand helplessly by fishing the edges of weeds when bass are not venturing out from their shelter . . . waste untold hours fishing countless acres of barren water . . . lose valuable tackle trying to go into weeds you're not equipped for . . . be content with puny bass, with a fraction of your limit or even getting skunked simply because you can't safely go after bass in the shelter of weeds, pads and moss.

Bill Plummer's unique, scientifically designed construction copes with all types of hazards while being retrieved at any speed or "dangled" in brush or stumps. Most weed guards are only effective while skimming the water surface at a rapid speed. Bill Plummer's Bass Frog can be fished at any speed and requires all of the features shown to eliminate fouling.

Shown above . . . The Achilles heel of the typical weed guard . . . The "open gap"! This is one of the greatest faults of all conventional type weed guards.



Shown above . . . my patented weed guard gives positive protection against all obstructions . . . weeds, branches, stumps . . . does not interfere with hook or strike!

Now you can fish my reflex action kicking frog into the center of weeds . . . fish over submerged logs, through matted brush, in underwater thickets, through weeds, grass and pads . . . have more FUN fishing than ever before . . . make my frog do tricks . . . crawl . . . race . . . dive . . . sit motionless . . . dart away — use every obstacle to help you that used to hurt you — overhanging branches . . . half submerged logs and rocks . . . moss and weeds so thick you can't see the water . . . too treacherous to dare to fish before, but now a cinch for your frog. Now you can catch bass as you never did before . . . bigger bass, more bass, more often.

AMAZING TRIAL OFFER

Try my frog at our risk. Fish it in the worst weed trap area you know . . . where bass have been caught but you've been skunked or caught practically nothing . . . over logs, around rocks, through brush and matted weeds. Unless delighted, return for no cost. You must catch more bass, bigger bass, more different kinds of game fish, more often . . . must have more *fun* fishing where the bass are . . . in the weeds . . . or no cost.

First Come, First Served

Demand is so great I've turned over all manufacture and marketing to this fine company, but it may take months to get production up to demand. This advertisement may not be run in this magazine again. It's first come, first served. So act now. Rush coupon below.

---MAIL AMAZING 6 MONTH TRIAL COUPON TODAY---

HILLSDALE ASSOCIATES, DEPT. AMG-6-7
208 EAST 43RD STREET, NEW YORK 17

Yes, I want to try Bill Plummer's BASS FROG Lures on AMAZING 6 MONTH TRIAL OFFER. Send me set of two different size (¼ Oz. and ⅜ Oz.) for only $2.98. If BASS FROG does not catch bigger bass for me . . . make bass fishing more fun . . . if BASS FROG is not the greatest bass lure I've ever used, I can return it within 6 months for full purchase price refund.

☐ **PAYMENT ENCLOSED.** Enclosed is $2.98 (cash, check or M.O.). Ship me set of 2 BASS FROGS postpaid. I SAVE all C.O.D. charges. Money-Back Guarantee.

☐ **SEND C.O.D.** I will pay postman $2.98 plus C.O.D. postage charges. Same Money-Back Guarantee.

NAME .....

ADDRESS .....

CITY ..... ZONE..... STATE.....

NOW! Improved and Patented

Pi Peer®

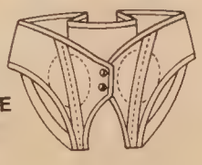
RUPTURE-EASER®

A Piper Brace Truss T.M. Reg. U.S. Pat. Off.

WITH INSTANT PULL-STRAP adjustment

$4.95 RIGHT OR LEFT SIDE

Plus 25c Postage



NO FITTING REQUIRED

DOUBLE $6.95

Now! NO LACES!
Now! PROTECTIVE BACK FLAP!
Now! INSTANT PULL-STRAP ADJUSTMENT!

Strong, form-fitting washable support for reducible inguinal hernia. NO LACES to fumble with—simple pull straps for easy, instant adjustment. Protective back flap. Snaps up in front. Adjustable leg strap. Soft, flat groin pad to close opening in inguinal canal. No steel or leather bands. Unexcelled for comfort. Invisible even under light clothing. Also used as an after-operation support. For men, women and children.

Piper Brace Co. • Dept. AMG-57
811 Wyandotte • Kansas City, Mo. 64105

30 DAY TRIAL OFFER—ORDER NOW

***Money-Back Guarantee-if not satisfied,* return garment postpaid in 30 days for refund.**

PIPER BRACE COMPANY, DEPT. AMG-57
811 Wyandotte, Kansas City, Mo. 64105

Please send....RUPTURE-EASERS by return mail.

Right Side .....☐ $4.95

Left Side .....☐ $4.95

Double .....☐ $6.95

Measure around lowest part of my abdomen is_____INCHES.

Enclosed is: ☐ Money Order Check for $_____

Add 25c for postage and handling.
(Note: Be Sure to give Size and Side when ordering)

Name_____

Address_____

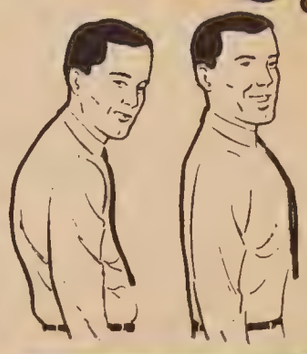
City & State_____Zip_____

STOP STOOPING!

with amazing, new

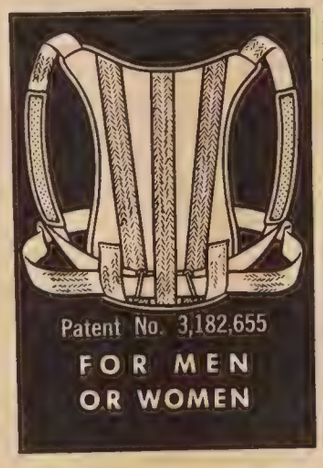
Pi Peer®

Shoulder Brace



FROM THIS . . . TO THIS IN 20 SECONDS

Corrects posture instantly, comfortably. Scientific design provides even, distributed support for sagging shoulders. Improves health, appearance, gives you a wonderful new feeling of confidence. Slips on in seconds. Simple, one-strap adjustment. No fitting. Made of highest quality ventilated-for-comfort 3-ply cushioned material. Arm bands softly padded for maximum comfort. Body belt stabilizes support. Lightweight, cool. For men and women. Can't be detected under light clothing. Give measurement around lower chest. Only $4.95. Sent postpaid except on COD's. Satisfaction guaranteed or money back if garment is returned postpaid within 30 days.



Patent No. 3,182,655

FOR MEN OR WOMEN

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811 Wyandotte • Kansas City, Mo. 64105

PIPER BRACE COMPANY
Dept. AMG-57H
811 Wyandotte St.
Kansas City, Mo. 64105

Send me_____Pi Peer Shoulder Braces @ $4.95 each. I enclose $_____ ☐ cash ☐ check ☐ money order.

☐ Send C.O.D. (We prepay postage except on COD's.)

Measurement around my lower chest is_____inches.

Name_____

Address_____

City_____State_____

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BUSINESS OPPORTUNITIES (MA-6)

BE A DETECTIVE. Private-Police-Military. Opportunities everywhere. Free information. Professional investigators, 2759Y W. Broadway, Los Angeles 41, California.

$10.00 PER HOUR paid for your opinions. No skill or education required. Write FRC, Dept. MG, Box 524, Mineola, N.Y. 11501.

MAKE MONEY Writing Short Paragraphs. Information Free, Barrett, Dept. C-384-N, 6216 N. Clark, Chicago.

MISCELLANEOUS

BILL TROUBLES? Nobody refused to $15,000. Bad Credit? No problem. Not a loan co. Send name and address for FREE application. ATLANTIC ASSOCIATES, 146 Westminster, Providence, R.I., or 3312 N. Central, Phoenix, Arizona.

HYPNOTISM

SLEEP-LEARNING—Hypnotism! Strange catalog free! Autosuggestion, Box 24-CX, Olympia, Washington 98501.

PERSONALS

BILL PROBLEMS? Poor credit no trouble. Not a loan company. Send for free application. Automatic Acceptance, 318MG Broadway Blvd., Reno, Nevada or 307 MG Pocasset Ave., Providence, R.I.

HELP WANTED

FOREIGN EMPLOYMENT information. Construction, other work projects. Good paying overseas jobs with extras, travel expenses. Write only: Director, Foreign Service Bureau, Bradenton Beach, Florida 33510.

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MORE DAZZLING than diamonds, yet 1/30th the cost! Write today for free Capra Gem booklet and easy payment plans. Capra Gem Co., Dept. GL-1, P.O. Box 5145, Phila., Pa. 19141.

GIVE BLOOD!
Call Your Local Red Cross Chapter Today!

LOW COST RUPTURE *APPLIANCE* ASSURES YOU

HEAVENLY COMFORT and SECURITY or it Costs You Nothing!

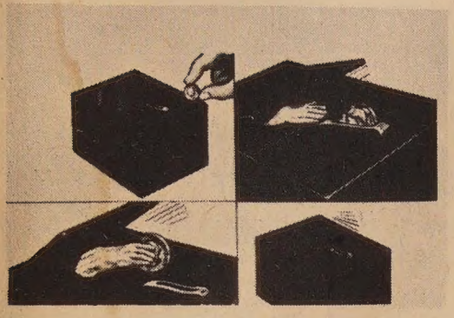
Rejoice, Ye Ruptured! This patented Brooks Air Cushion Appliance—for most forms of reducible rupture—now is *Sold on 10 Day Trial, Refund Guarantee.* Assures you heavenly comfort and security, day and night, at work or play—or it costs you nothing! Light. No springs or hard pads. Low cost! Buy NO rupture device till you get our free facts. Write!

BROOKS CO. 300C STATE ST., MARSHALL MICH. 49068

MARKED CARDS! And only you can decipher secret markings on the back. Amaze friends. Perform card tricks—instructions included. Bridge size, linen finish. $1.49, two decks $2.79. Send check or M.O. Big Three Enter. Dept. AM 6, 1109 Sixth Avenue, New York, N.Y. 10036.

men's mart

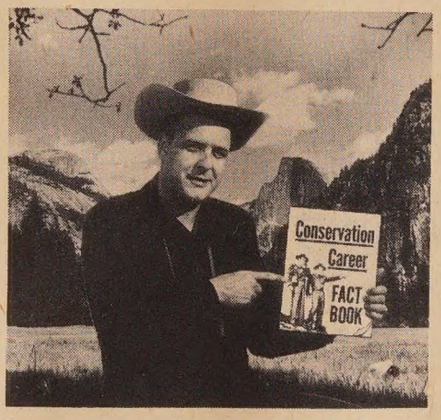
All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.



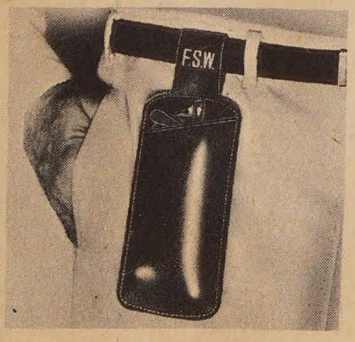
"THE THING" Electronic coin snatcher makes a great gag. Place coin in slot, gears grind, box shakes, lid rises slowly, pale green hand snatches coin inside, and lid slams shut. Poly and steel. Uses 2 standard "C" batteries (not included.) $5. Big Three Enterprises, Dept. A6, 1109 Sixth Ave., New York, N.Y. 10036.

TIGER ON YOUR FINGER! Genuine golden tiger eye stone set in heavy 10Kt. gold-filled ring, with handsome Florentine finish. $7.50 ppd. In 14Kt. solid gold, $40. ppd. Send ring size. Eleanor Nemer, Dept. AM6, 1196 Sixth Ave., New York, N.Y. 10036.

HOME PLUMBING BASICS. Learn to use tools & materials for simple repairs, installing fixtures, renovations, etc. Covers drainage systems, fixtures, pipe fittings and other basics. Pocket costly repair dollars. $2.95 ppd. Key Publishing Co., Dept. AM 6, 817 Broadway, New York, N.Y. 10003.

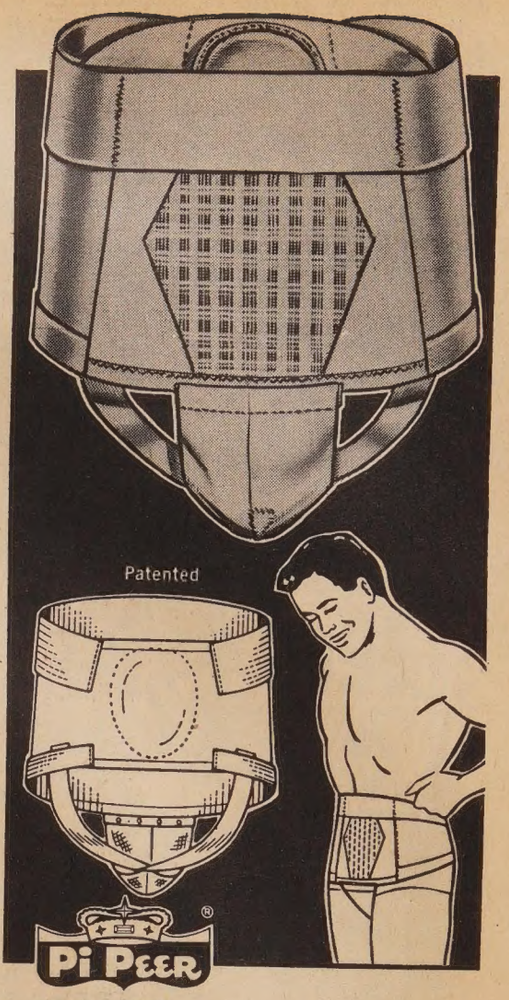


OUTDOOR "VACATION CAREER". Book reveals plan to prepare men 17 and up for wildlife-forestry dream job. Healthful, adventurous life as Govt. Hunter, Game Warden, Forester or with private game farms & hunt clubs. Write for free book. No. American Conservation, Dept. AMG 6, University Plaza Campus Dr., Newport, California 92660.



PERSONALIZED EYEGLASS HOLSTER. Keeps glasses handy. No bulging pockets. Designed for easy in and out removal. Made of rich leather-grained Plast-O-Hide for long wear. Slides conveniently onto belt. Lined inside to protect and clean lenses. Monogrammed with 3 initials in gold $1.98, 2 for $3.50, ppd. Crescent House, 135 Central Pk. Rd. Ave, Plainview, L.I., NY 11803.

TORCH SONG! Press down on keyboard and up pops a cigarette. Truly a conversation piece for home, office or den. Makes a novel gift. $1.50 each, or 3 for $4. Send cash, check or money order. Arros Imports, Dept. TA6, 205 E. 42nd. Street, New York, N.Y. 10017.



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Takes years off your figure in seconds! Pulls stomach up and in. Wide, no-roll abdominal panel. Flat, foam rubber back pad supports back, eases minor aches & pains of backstrain. Unique design prevents riding or slipping. Cool mesh detachable pouch. An amazing value at $5.95. Send waist size. Guaranteed to slim your appearance or money back if returned postpaid within 30 days. Add 25c postage.

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Please send me _____ **Pi Peer SLIM-masters @ $5.95** each plus 25c postage.

I enclose $_____

☐ cash ☐ check ☐ money order ☐ Send C.O.D.

My waist size is _____ inches.

Name_____

Address_____

City_____

State_____ Zip_____

JOHN RADICH, 4638 N. 22nd Ave., Phoenix, Ariz. 85015, seeks info. on Haiti RR., now out of service.

Mrs. DARWIN RANSOM, 52 Union St., Springfield, Vt. 05166, has one picture postcard showing Brattleboro (Vt.) Street Ry. trolley; first $1 takes it.

BOB REID, 3681 Alabama Ave. S.E., Washington, D.C. 20020, wants SAL tts., emp. tts., rulebooks, anything SAL.

JIM REID, 4584 Brentlawn Dr., North Burnaby, B.C., Canada, wants CN pix of Vancouver, B.C., steam loco roundhouse, razed 10 yrs. ago.

JOHN ROBERTSON, 808 E. Monroe, Mexico, Mo. 65265, buys pix and negs. of Chi. & Alton's Francis terminal.

JEROME ROSENFELD, 133 Dulles Drive, Dumont, N.J. 07628, wants pix of NYW&B and NJRT frt. and pass. equip. and stations, tts., etc.

ED ROSENTHAL, Box 97, Johnson, Vt. 05656, disposing of large collection of railroadiana and books. (SSE)

HARRY SCHIMM, 7841 Glenwood Dr., Kamloops, B.C., Canada, sells pix steam and diesel CN, CP, PGE; list 20¢. Want negs. of GTW, CV, DW&P, CN, CP. Will buy, sell, or trade negs. 116-616.

DENNIS SCHMIDT, 2533½ Winch St., Fort Wayne, Ind. 46803, sells 3½x5 diesel pix, many roads. (SSE)

J. SCHUSSMANN, 13 Highland Ave., Stanhope, N.J. 07874, wants material on Erie's Greenwood Lake Div. Also M&E, NYS&W, Rockaway Valley Morris Co. Trac., and Morris Canal. Has Trains mags. and misc. rr. items to swap or sell.

WAYNE SCOTT, 2026 S. Dakota Ave., Sioux Falls, S.D. 57105, wants GN steam action pix, rulebooks, or mechanical data on road's steam power.

AL SHADE, 9831 Aldridge Dr., Columbia Station O. 44028, sells prints and b&w slides AT&SF and B&M steam. List and sample 25¢.

GEO. SHELLY, 5 Briarcliff Rd., Allentown, Pa. 18104, trades 35mm slides, emp. tts., screw spikes of EL, LV, CNJ, RDG, L&HR, for what-have-you on other Eastern roads.

SHERMAN SHOOK, 160 Andover St., Wilkes-Barre, Pa. 18702, will sell newsletter on East Broad Top 3-foot-gage and Shade Gap Branch electric. Sample slide, 20¢ (stamp).

BEN SITH, Box 34, Brooklyn, N.Y. 11213, wants all old editions Simmons Boardman Loco and Car Builders, Cyclos., rr. books, rr. calendars, Baldwin mags., other railroadiana.

HAROLD SMITH, 61-17 68th Ave., Brooklyn, N.Y. 11227, will sell Model Railroader 1960, 1962 thru 1965, Headlights 1953, 120 b&w negs. of rrs., streetcars, rapid transit, also LV tts.

WARREN SMITH, Box 2820, New York, N.Y. 10017, sells rr. tie clips, prints, recordings, paperweights, etc.; catalog free.

D. SOBO, 3109 Purdue Ave., Los Angeles, Calif. 90066, sells or trades back issues Interurbans. Specials and other trolleyana. State wants. (SSE)

LEIF SPANGBERG, Stottinsgrand 18-1, Hegersten, Sweden, trades pix and slides, has connections in U.S., Brazil, France, and Sweden.

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, sells or trades rr. books, mags., tokens, lanterns, b&w pix. Wants rr. buttons. (Large SSE)

DAVID STEINBERG, 606 Orr St., Chattanoga, Tenn. 37405, will sell 11-page history of Chattanooga St. Rwys., including Lookout Mt. line and inclines, 8½x14", $1.25.

PAUL STUMPFF, 14 Morgan St., Greenville, Pa. 16125, wants tts., emp. tts., esp. Erie, PRR, B&LE.

MEL SWANSICK, 6430 Xavier Court, Arvada, Colo. 80002, will design holiday card from your favorite railroad photo. Sample on request. (SSE)

NORM SZUN, 3275 W. 24 Ave., Vancouver, B.C., Canada, wants good-detail photos of ends and sides of CPR Dynamometer Car 62; also dimensional data.

JOHN THRAEN, 959 N. 14th St., Milwaukee, Wis. 53233, wants book, "Railroads of the Hour," by Kip Farrington.

CURT TILLOTSON, Jr., College St., Oxford, N.C. 27565, wants 8x10 enlargements of shots of Southern Ry. steam power in action.

DICK VARTABEDIAN, 16575 Whitcomb, Detroit, Mich. 48235, buys or trades 35mm slides P&WV FM's, all Alco PA's, FA's, Baldwin cab and transfers.

Rev. WM. VIEKMAN, 1472 Broadway, Room 1116, New York, N.Y. 10036, collects oldtime shaving mugs. Wants those showing railroader's name, company emblem, or rolling stock. Offers historic railroadiana in exchange.

BOB WAYNER, Box 871, New York, N.Y. 10023, wants photos and consists of Presidential trains.

TOM WICKER, 317 Oakwood Ave., Sanford, N.C. 27330, wants to contact railfan in his area who might want vacation trip to D&RGW narrow-gage May 29 to July 10. Share expense.

TED WURM, 122 Monte Vista, Oakland, Calif. 94611, has two new copies 1951 edition Beebe & Clegg's book Cable Car Carnival, originals in dust jackets, $10 each.

W. WOELFER, 149 S. Eastland Dr., Lancaster, Pa. 17602, buys orig. steam slides SOU, C&O, RF&P, SAL, ACL, FEC, WM, D&H, other roads.

Model Trading Post

MIKE GOLDEN, RD 2, Box 418, Portage, Pa. 15946, will sell complete 12"-gage miniature steam Ottawa loco, tenders, 6 cars, trailer to move loco, 1400' track, $2800.

GEO. JUNGLES, 526 Alyce Layne, Aurora Ill. 60505, will sell used st.-gage track, straight and curved. (SSE)

J. KEMPESTA, Jr., 27 N. B Street, Taftville, Conn. 06380, will trade RMC, Mdl. RRer, HMT, etc., for 2½" gage equip.

R.H. KNIERMAN, Rte. 1, Linesville, Pa. 16424, wants 7½"-gage 4-6-2, 4-4-2, 2-6-0.

CARL LARSON, 24 Forest Ave., Caldwell, N.J. 07006, will sell Lionel std.-ga. and 027-ga. elec. and hand switches. Wants std.-ga. Dorfan hopper in good cond.

WM. McCALLUM, Box 89, King's County, Aylesford, N.S., Canada, will trade 2 Lionel 0-gage Texas Special red road cab units in good cond. for Rio Grande F3 black and yellow 0 snowplows.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants AF wide-gage 19" pass. cars, Ives 241-2-3 Black Diamond pass. equip.

JOHN ROUGEAU, 45 S. Bridgeboro St., Delran, N.J. 08075, wants for parts a Lionel 00 Hudson and tender or complete valve gear for same.

CLINT SEELEY, 21 Sheridan Rd., Andover, Mass. 01810, has few pre-war Tootsietoy trains, various types to swap for pre-1940 die-cast or cast-iron cars and trucks. Or will buy.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, wants old toy trains, trolleys, train catalogs, railroadiana, train mags., for cash or will swap for items you want.

JIM TANDY, Box 35, Carrollton, Ky., 41008, wants Lionel 2954 boxcar, 2955 tank car, 2956 hopper. Sells, trades Lionel '47-'66 catalogs.

GRAY TUTTLE, Box 558, Myrtle Beach, S.C., 29577, has Lionel and AF catalogs '46-'66 to swap for orig. loco and pass. car diagram books. Railroad Magazine and Trains before '47.

BOB WALLICH, 629 High St., Harpers Ferry, W. Va., will sell complete 12"-ga. live-steam Ottawa set loco, 3 steel cars, track, etc. everything to set up except wood ties. Excellent cond. $2700. ●

Pen Pals Wanted

Linda Smith (17), Green Spring, W.Va.

Wayne Myers (15), 5002 Woodend, Kansas City, Kansas.

M.R. Fechiver, 2419 Princeton Street, North Sacramento, California.

Pfc William Shipley, HHC 172 Inf Bde APO Seattle 98749.

Mrs. Margaret Andrews (45), Rte. 4, Lewisburg, Tennessee.

Mrs. Rose Roddy (36), 720 Silver Street, Lewisburg, Tennessee.

TSG Mervin David Gourley (26), AF19660267, CMR, Box 1188, TUSIOG, Dept. 117, APO, New York 09016.

Mrs. Marian Park (38), 926 McFerrin Avenue, Nashville, Tennessee 87200.

Jerry Warnick (15), Box 253, Polk, Nebraska 68654.

Pearl McCartney (65), 5842 Willow Oak, Houston, Texas 7700.

George A. Rowsam, HHC 33rd Sig. BN, APO, Seattle, Wash. 98749.

Colleen Paulson (17), Box 474, Thayer, Missouri 65574.

A. Berton (38), 6709 Chateaubriand Avenue, Montreal, Quebec, Canada.

Mickie Plewacki (18), 106 Shepard Street, Buffalo, N.Y. 14200.

Joyce Squires (14), Box 344, Evart, Michigan 49631.

Ruby Raymer (58), 720 Silver Street, Lewisburg, Tennessee.

Annette Byler (16), 4020 Park, Kansas City, Missouri.

Bernice J. Clark (33), 505 Hill Street, Lewisburg, Tennessee.

Bonnie Cornett (15), 4020 Park, Kansas City, Missouri.

SPR Gary Brown (23), US 56389544, 57 Maintenance L.T.(D.S.), APO, San Francisco, Calif. 96233.

Lee Bashore, Jr. (10) and brother Robert (8), 825 Hudson St., Gloucester City, N.J.

Donna Dryer (17), 4021 Park Ave., Kansas City, Mo., deaf girl, wants to hear from other deaf teen-agers.

SP/4 Joseph Rhodes, HHC 33d Sig Bn APO Seattle 98749.

Virginia Arrendondo (19), 7712 Monterey Drive, El Paso, Texas.

PFC Tim Hughes, 20, RA 19869880, 1st Cav. (Air) Div., A CO. 15, TCBN, APO, San Francisco, Calif.

Darlene Terry, 5667 Daytona Road, N.W., Roanoke, Virginia.

Shirley Campitelli (32), 60 Williamson Ave., Belmont, Western Australia.

PFC Wm. Moyer (20), US 52660928, E Co. 725th MTBN, APO, San Francisco, Calif. ●

Coming Events

April 15: Steam train operation resumed on Wilmington & Western every Sat., Sun., holidays. Board train at Greenbank suburb of Wilmington. Fare $1.25 (kids 50¢), 4½ mi. round trip. For brochure write J. R. Gotwals, 2105 Silverside Rd., Wilmington, Dela.

April 22-23: Steam in Vt.: Lv. Rutland 10 a.m. Sat. on scenic Green Mountain RR. to Nelson Blount's Steamtown (2 hrs). Banquet in Rutland, a speaker and entertainment. Lv. Sun. 9 a.m. on Vermont Ry. for Bennington; see maple sugar being made; 1½ hrs at Bennington time for lunch. $8.50 each trip (kids $5). Chicken barbeque at Steamtown $2, banquet $5.50. Package: $22.75. Write Empire State Ry. Museum, Inc., Box 459, New York, N.Y. 10005.

April 24-May 10: Rail-Transit-Tour of Europe by Railway Age: Rotterdam, Moscow, Leningrad, West Berlin, Barcelona, Paris, ride the "Red Arrow" and the TEE, otherwise trips are by air. Write L. S. Miller, editor, Ry. Age, 30 Church St., New York, N.Y. 10007.

April 30: Steam on Central Vt., CNR 6218, New London to Brattleboro and return. Write Branford Electric Ry. Assn., Box 457, Short Beach, Conn. 06405.

May 6: WP special train to Oroville, Calif., side trip to Oroville Dam. Write Sierra Mt. RR. Club, Box 1015, Auburn, Calif. 95603.

May 6-7: 3-state rail romp, Lv. South Station, Boston, 8:15 a.m. New Haven, Danbury, Maybrook (N.Y.), overnight at Danbury, Pittsfield, Norwalk, back to Boston. Fare about $37, incl. hotel and breakfast. Write R. P. Blodgett, RRE, NE Div., Box 249, Malden, Mass. 02148.

May 7: electric-steam trip. Lv. Baltimore 9:20 a.m. via Pennsy, MU cars on main line and frt.-only line to connect with Strasburg Rail Road for East Strasburg. Write NRHS, 1135 Evans Way, Baltimore, Md. 21206.

May 13: Doublehead Shay trip on Cass Scenic RR, to top of Bald Knob if new line is completed. May be repeated on 14th. Write NRHS, Box 8583, Richmond, Va. 23226.

May 14: Long Island Rail Road tours begin; every Sun. and Sat. Write for schedule: Tour Dept., LIRR, Jamaica, N.Y. 11435.

May 14: Steam in N.J.; first trip of season by High Iron Co. Lv. Allentown 8:30 a.m. CNJ and L&HR to Warwick, visit rr. shops, historic homes. Ex-CPR 1286, CNJ combo, coaches, obs. Fare $13.95 (kids $10.95). Write High Iron, 418 Catalpa Ave., North Plainfield, N.J. 07063.

May 27: Ride B&M. Lv. North Station, Boston, 8:30 a.m. for Lawrence via Reading, Manchester, Portsmouth, the Salisbury branch to Amesbury, Rockingham Jct., Boston. Fare $10. Write R. P. Blodgett, RRE, NE Div., Box 249, Malden, Mass. 02148.

May 30: trolley trip on Phila. Suburban lines. Write Gerhard Solomon, 530 Cleveland St., Allentown, Pa. 18103.

June 17: Annual reunion, veterans of SA&AP ("SAP") at Yoakum, Texas. Write F. W. Ober, 3718 Drake St., Houston, Texas 77005.

June 18: B&O, off beaten track, Pittsburgh to Parkersburg, W. Va. Fare $12. Write J. Edward Wally, North Hills Travelers, 43 Grant Av., Etna, Pittsburgh, Pa. 15223.

June 25: Steam in NJ, ex-CPR 1286. Lv. Elizabethport 8:35 a.m. Perth Amboy 9:10 (connecting with Pennsy train from Newark and New York) to Bridgeton. Ex-D&H diner, CNJ combo, coaches, obs. Write High Iron Co. 418 Catalpa Av. North Plainfield, N.J. 07063.

June 25: Trolleyrama Day at Cleveland. Lv. Cleveland TS platform Union Terminal 8 a.m. for West Park, transportation to Columbia Park Ry. line at 7100 Columbia Road, Olmsted Falls, Ohio. Lunch at Union Terminal. Lv. 1:15 p.m. Shaker Heights platform. Tour SHRT line. Fare $9 (kids $6) Write Geo. Badstuber, 21701 Maydale Av., Euclid, Ohio 44123.

Aug. 20: Steam in NJ, ex-CPR 1286. Lv. Easton 9 a.m.; Bethlehem, Allentown, Jim Thorpe to Ashley. Photo stops, tour coal mine in operation, Ex-D&H diner, CNJ combo, coaches, obs. Write High Iron Co.

Consult May '66 Railroad Magazine for list of tourist roads or Feb. '67 for list of railfan clubs. Most roads will be operating soon.

1967 schedule now ready for inland river cruises on Delta Queen (only sternwheeler in regular service, only steamboat with staterooms). Write Greene Line Steamers, Inc., 381 Public Landing, Cincinnati, Ohio 45202 or 10 E. 40th St., New York, N.Y. 10016. ●

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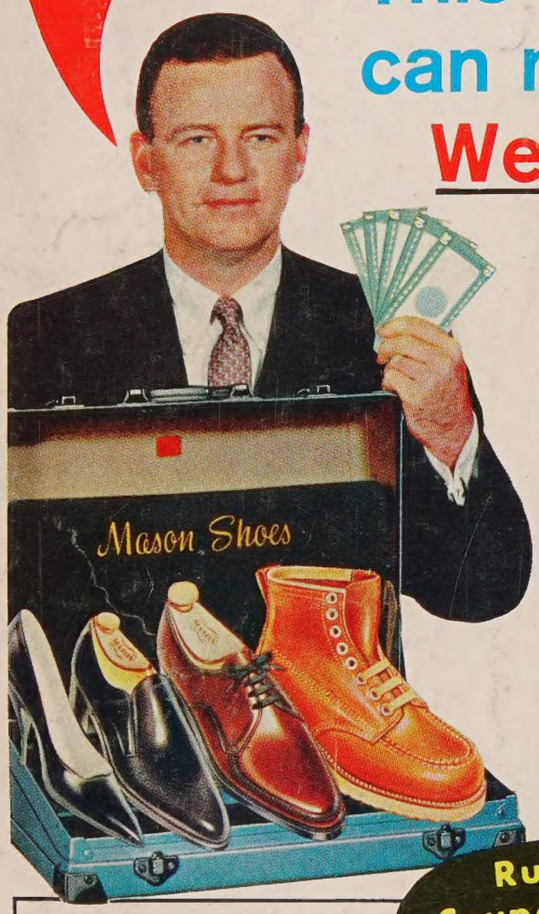

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